REGISTERED No. 79—1872.

The Bombay Gazette.

No. 7,558.—New Series. BOMBAY :—WEDNESDAY, APRIL 30, 1873. Subscription in Advance. { For a Year.....Rs. 48 / For Six Months ..Rs. 24 } Exclusive of Postage.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

One Year, *in advance*	Rs. 42
Half Year ,,	,, 21
Three Months ,,	,, 14
One Month ,,	,, 5

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* is now delivered each morning at any address in town, or posted free to any address Up-country.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do	,, 2 8
Third do	,, 2 8
Fourth and succeeding insertions	,, 0 2½ As.

a line, but no Advertisement counted as less than eight liner.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do	4½ ,, ,,
Third and succeeding	2½ ,, ,,

on he Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

Domestic Occurrences: Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship ASSYRIA, 1,494 Tons, 200 H.P., Commander E. H. Howell, R.N.R., will be despatched on SATURDAY, the 3rd May 1873, at 4 P.M.

May 1873.		May 1873.	
Leave BOMBAY	3	Leave Alleppy	9
,, Ratnagherry	4	,, Tuticorin	11
,, Vingorla	4	,, Colombo	11
,, Goa	5	,, Galle	13
,, Carwar	5	,, Negapatam	16
,, Mangalore	6	,, Madras	18
,, Cannanore	7	,, Coconada	20
,, Tellicherry	7	,, Vizagapatam	21
,, Badagherry	7	,, Bimlipatam	21
,, Calicut	8	,, Gopaulpore	22
,, Beypore	8	,, False Point	23
,, Cochin	9	Arrive CALCUTTA	25

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

This route is the most expeditious and economical for Passengers for the Neilgherry district, Bangalore, and Madras, who can land at Calicut or Beypore and proceed from thence by rail. Passengers for Calcutta may take the same route, picking up the steamer at Madras.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSSREH.

The s.s. CASHMERE, 1,092 Tons, 200 H.P., Commander T. Sanders, will be despatched on FRIDAY, the 9th May 1873, at 2 P.M.

May 1873.		May 1873.	
Leave BOMBAY	13	Leave BUSSREH	28
,, Kurrachee	18	,, Fao	28
,, Guadur	14	,, Bushire	30
,, Muscat	16	,, Bahrein	30
,, Bunder Abbas	18	,, Linga	June 2
,, Linga	20	,, Bunder Abbas	3
,, Bushire	22	,, Muscat	5
,, Kuweit	24	,, Guadur	7
,, Fao	24	,, Kurrachee	10
Arrive BUSSREH	25	Arrive BOMBAY	12

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, despatch a Steamer to Kurrachee every FRIDAY.

The Steam-ship KURRACHEE, 510 Tons, 120 H.P., Commander R. Henderson, will be despatched on FRIDAY, the 2nd May 1873, at 2 o'clock.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

SURAT AND GOGO FERRY.

STEAM FERRY (under Contract with Government).—A STEAM FERRY BOAT plies between SURAT and GOGO.

FARES FROM SURAT TO GOGO.

First Class	...	...	...	...	...	Rs. 5 0
Second Class	...	...	...	...	...	... 3 0
Third Class	...	...	...	...	...	... 1 8
Horses	...	...	...	...	...	... 4 0
Carriages	...	...	...	...	...	... 6 0

Until further Notice, the Steam Ferry Boat will leave Gogo every MONDAY, WEDNESDAY, and FRIDAY, and Surat every TUESDAY, THURSDAY, and SATURDAY.

Further particulars can be learnt on application to the Undermentioned Agents :—

FEEROZSHAH SHAPOORJEE at Surat.
DINKER NARRAYEN at Gogo.

Or to the Undersigned at Bombay.

J. A. SHEPHERD.

No 33, Meadow Street, Bombay, 9th October 1872.

STEAM FERRIES (under contract with Government).—Steam Ferry Boats will ply across the Harbour daily, stopping at the undermentioned Bunders :—

Fares from Bombay to

Class.	Rewas.	Dhurumtur.	Oorun.	Hog Island.	Oolwa.
	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
First Class	2 0	3 0	2 0	2 0	3 0
Second Class	0 12	1 0	0 8	0 12	0 12
Third Class	0 6	0 8	0 4	0 6	0 6

The Rewas and Dhurumtur Ferry Steamer leaves Carnac Bunder daily at 8 A.M., and Dhurumtur at 1 P.M. The Oorun, Hog Island, and Oolwa Ferry Steamer leaves Carnac Bunder daily at 8-30 A.M., and Oolwa at 1 P.M. Passengers are required to obtain Tickets from the Bunder Clerk previous to proceeding on board.

J. A. SHEPHERD.

No. 33, Meadow Street, Bombay.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, VIA SUEZ CANAL.

THE Steamer APIS, 2,230 Tons, will be despatched for TRIESTE on or about the 1st May, to be followed by the Steamer CALYPSO, 2,304 Tons, to leave on or about the 10th May 1873. These Steamers have good accommodation for a small number of Passengers.

RATES OF PASSAGE,

Including a liberal Table (exclusive of Wine and Liquors) and transit through Egypt, also free conveyance of 3 cwt. luggage.

	Cabin.	Deck with Food.
To Trieste	£60	£19-0
To Port Said	£30	£14-6
To Suez	£28	£13-7

Children under 3 years of age, Free; above 3 and under 10 years, Half Fare.

The Imperial Mail Steamer JUNO, 3,124 Tons, 400 H.P., will be despatched for Trieste on or about the 10th June This Steamer has excellent accommodation for a considerable number of Passengers.

RATES OF PASSAGE.

	I. Class.	II. Class.	Deck.
To Trieste	£45-0	£32	£19-0
To Port Said	£33-6	£23	£14-6
To Suez	£32-6	£22	£13-7

Cargo taken for Trieste, Venice, Constantinople and Odessa, Aden, Egypt, England, and the Continent generally.

For further particulars, and for Freight and Passage, apply to the Agency of the Austrian Lloyd's Steam Navigation Company.

A. C. GUMPERT, Manager.

Bombay, 12, Medows Street, 24th April 1873.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA	and	BOMBAY
on the 24th,		on the 1st
of each month.		

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

1st Class.	2nd Class.	3rd Class.
Aden £22	..... £15	..... £4
Suez 36	 22	 8
Port Said 38	 25	 9-10
Alexandria 50	 34	 14
Messina 50	 34	 14
Naples 50	 34	 14
Leghorn 50	 34	 14
Genoa 50	 34	 14
Marseilles (transhipment at Genoa) 53	 36	 14-10

Including Wines Without Food.

Children under 3 years, free of charge.
Children not above 10 years, half fare.

Next Steamers from Bombay :—

ARABIA, on THURSDAY, 1st May 1873.
PERSIA, on SUNDAY, 1st June 1873.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.

Bombay, 8th November 1871.

SHIPPING.

OVERLAND ROUTE.

On Monday, the 3rd May, 1873, at 3 P.M., from Mazagon.

THE P. & O. Co.'s S. S. CEYLON, (2,012 tons, and 450 H.P.), Captain Robert Methven, will LEAVE for SUEZ, as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Marseilles, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Ancona, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

CONTINENTAL RAILWAY TICKETS.—For the CONVENIENCE of PASSENGERS by the PENINSULAR and ORIENTAL COMPANY, RAILWAY TICKETS to PARIS and LONDON can now be obtained at the Company's Agencies at Suez, Brindisi and Venice.

GEO. F. HENRY,
Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 5th May, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. MASSILIA, (1,640 tons and 400 H.P.), Captain C. Anderson, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Friday, the 2nd May.

GEORGE F. HENRY, Superintendent.

"WILSON" LINE.
LIVERPOOL VIA SUEZ CANAL.

THE Fine S.S. HIDALGO, 1,500 Tons, will leave about the 28th April. She has excellent accommodation amidships for First-class Passengers only, with Saloon on Upper Deck, and carries a Surgeon and Stewardess.

Rates of Passage Money, exclusive of Wines and Spirits, which can be had on Board,

TO LIVERPOOL ..... Rs. 500

For Passage and further particulars apply to

GRINDLAY, GROOM, & Co.
W. NICOL & Co., Agents.

To be followed by the "Xantho."

LIVERPOOL VIA SUEZ CANAL.

To leave 16th May positively.

THE new full powered Clipper Steam-ship KILLARNEY, Captain H. O'Neill, 1,060 Tons Net Register, has very superior accommodation for First and Second Class Passengers, and expects to make the passage Home in 27 days.

Rates of Passage Money, exclusive of Wines and Spirits, which can be had on board—

To LIVERPOOL, First Class	Rs. 500
Ditto Second Class	,, 300
To SUEZ, First Class	,, 300

For Passage and further particulars apply to

GRINDLAY, GROOM, & Co.

LIVERPOOL VIA SUEZ CANAL.

THE magnificent full-powered Clyde-built Steam-ship "LEITH,"

2,000 Tons, 200 H.P. nominal, J. Barnetson, Commander, will sail from BOMBAY for LIVERPOOL about 20th May.

This Steamer has large airy SALOON and CABINS, and is admirably adapted for Passengers.

FIRST CLASS FARE ..... Rs. 450,

(Exclusive of Wines, &c.)

For Passages only apply to the Undersigned, who will give all information. Plan of the Cabins can be seen in the Office.

JOHNSON & Co.,
Ship-Brokers.

Nesbit Lane, Fort, Bombay.

"HARRISON LINE."
OUTWARD VOYAGE 28 DAYS.
(Including all Stoppages.)

THE new and powerful fast Steam-ship "CHANCELLOR,"

2,600 Tons (sister vessel to the s.s. "AMBASSADOR"), will sail from BOMBAY for LIVERPOOL, via SUEZ CANAL, about 15th May.

This Steamer has been specially built for the East Indian Trade, and the Saloon and Cabins are well ventilated and fitted up with every improvement, luxury, and comfort.

FIRST CLASS FARE ..... Rs. 500,

(Exclusive of Wines, &c.)

For Passages only apply to the Undersigned, who will give all information.

JOHNSON & Co.,
Ship-Brokers.

Nesbit Lane, Fort, Bombay.

LIVERPOOL, VIA SUEZ CANAL.

MESSRS. HUGHES and NEPHEW'S well-known and favourite Passenger Steam-ships will SAIL from BOMBAY as under :—

About 15th May—"BELLONA," 1,900 Tons, 300 H.P., J. C. Shaw, Commander, (late of the well-known Passenger Ship "SIR WALTER SCOTT."

These magnificent full-powered Steamers are splendidly fitted up for Passengers and possess every comfort.

By special arrangement, each Steamer will carry an experienced Indian Surgeon.

FARE ..... £45, exclusive of Wines, Beer, &c., but including Cabin Furniture, Bedding Linen, &c.

For Passages only, apply to the Undersigned, who will supply all information.

Plans of the Cabins can be seen at the Office.

JOHNSON & Co.,
Nesbit Lane, Fort, Bombay. Ship-Brokers.

P. and O. S. N. COMPANY.

NOTICE.

ALTERATION OF SAILING DATES.

VIA THE CANAL.

The following or other FIRST CLASS SHIPS will SAIL on the undermentioned dates for SOUTHAMPTON, via the CANAL :—

KHEDIVE	3,742 Tons	600 H.P., on	14th April.
DECCAN	3,128 ,,	600 ,, ,,	28th ,,
INDUS	3,478 ,,	500 ,, ,,	12th May.

FARE.

First Class	Rs. 660
Second Class	,, 360

GEORGE F. HENRY,
Superintendent.

Bombay, 3 Rampart Row, 8th April 1873.

HOMEWARD PASSENGERS VIA BOMBAY.

PASSAGES to SUEZ and EUROPE ENGAGED, without CHARGE for COMMISSION and BAGGAGE RECEIVED and SHIPPED.

PAY and FUND ALLOWANCES Realised.

CIRCULAR NOTES issued payable in EGYPT and throughout EUROPE.

BANK of ENGLAND NOTES, SOVEREIGNS, and NAPOLEONS supplied.

BILLS GRANTED on Messrs. Grindlay & Co., London, at the Exchange of the Day.

APPROVED DRAFTS on Calcutta and Madras, on demand, and GOVERNMENT CURRENCY NOTES of any Circle of payment received at par.

GRINDLAY, GROOM & CO., Bombay.
Correspondents.

Grindlay & Co., London. Grindlay & Co., Calcutta.

SALES BY AUCTION.

MEHRJEE, JOHNSTON, & Co., No. 28, APOLLO STREET.

WEEKLY SALE.

On TUESDAY, the 6th day of May 1873, at 1 P.M., Messrs. Mehrjee, Johnston and Co. will sell by Public Auction, at their Sale Room, No. 28, Apollo Street, by order of the Post Master General, Bombay. The contents of parcels and book packets which have remained unclaimed in the Dead Letter Office Bombay, beyond the prescribed time.

Also, at 3 P.M., Grey, Coloured and Bleached Piece Goods.

MEHRJEE, JOHNSTON & Co.

Bombay, 30th April 1873.

CRAWFORD AND COMPANY,
3, MARINE STREET, BOMBAY.

SALE OF Superior First-class Teak Logs, Scantlings and Boards.

On FRIDAY next, the 2nd instant, at 3 P.M., Messrs. CRAWFORD and Co. will submit to Public Auction, at the Mazagon Darookhana Bunder.

About 50 Tons 1st class Teak Logs.
,, 50 ,, 1st class Teak Scantlings.
,, 80 ,, 1st class Teak Boards, of various sizes,

in small convenient lots to suit the requirements of purchasers.

AUCTION SALE OF THE STEAM SHIP SIR J. R. CARNAC.

On SATURDAY next, the 3rd proximo, at 3 P.M., Messrs. CRAWFORD and Co. will submit to Public Auction, at their Rooms, to close partnership account the Steam-ship Sir J. R. Carnac of the burthen of 161 tons, and of 40 Horse Power together with the boats, and appurtenances complete, as may be lying in the Bombay Harbour at the time of sale.

CRAWFORD & Co.

Bombay, 30th April 1873.

NUSSERWANJEE, CULLIANDASS & CO., 40, Meadow Street.

WEEKLY SALE.

THIS DAY, WEDNESDAY, the 30th instant, Messrs. NUSSERWANJEE, CULLIANDASS and Co. will sell by Public Auction, at 2 o'clock P.M., at their Rooms, No. 40, Meadow Street.

10 Cases White foolscap paper, 1 case gilt mouldings, 1 bale printing paper, 1 case real Morocco leather chocolate and green, 2 cases table ornaments, as flower vases, &c.

1 Case Birds' Cages.

On account and risk of Bora Abdoolhusson Allybhoy, by order of Cassum Abdoolrahimoon.

600 Gross Tickets Sewing Thread.

AUCTION SALE of Office Furniture, and Fancy Goods in Forbes Street.

TO-MORROW, THURSDAY, the 1st May, Messrs. NUSSERWANJEE, CULLIANDASS and Co. will sell by Public Auction, at 2 o'clock P.M., at the Office of Messrs. Volkart Brothers in Forbes Street, the following old office furniture and fancy goods : consisting of office tables, chairs, blackwood and jackwood cupboards, iron safe, copying press, cutlery, fancy goods, assorted samples, marble time-pieces and clocks, padlocks, &c., &c.

NUSSERWANJEE, CULLIANDASS & Co.

Bombay, 30th April 1873.

SALES BY AUCTION.

HEERALALL AND COMPANY, 38, MEADOW STREET, FORT.

AUCTION SALE of valuable Landed Property or a Chawl and a Bungalow, situate at Moogbhat Lane, without the Fort of Bombay.

THIS DAY, WEDNESDAY, the 30th instant, at 4 P.M., Messrs. HEERALALL and Co. will sell the undermentioned property or Chawl and a Bungalow on the premises, by Public Auction, by order of Mortgagee Datoobhoy Ebrahim, and on account and at the risk of the Mortgagor.

All that piece or parcel of Pension and Tax Land or Ground, together with the messuage, tenements, or dwelling-houses or a chawl of six compartments and a bungalow and premises standing to build another property or bungalow standing thereon, comprising some cocoanut trees and a well, and standing on the public road, in a good locality, inhabited by some Purbhoos and Sunnyas, situate, lying and being at Moogbhat Lane, without the Fort walls of Bombay, in the sub-district of Bhoolleshwur, registered in the Books of the Collector of Land Revenue under No. 47, and assessed under No. 57, containing by admeasurement 722 square yards or thereabouts, and bounded as follows : on or towards the east by the property of Bhasker Rugoonath, on or towards the west by the property of Bhanabhoy Bhimjee, on or towards the north by the said Moogbhat Lane, and on or towards the south by the property of Balla Dewjee and Bhawoo Vittoba.

HEERALALL & Co.

Bombay, 30th April 1873.

NEW ADVERTISEMENTS.

STEAM TO ADEN, SUEZ, AND THE WESTERN PORTS OF ITALY.
(VIA THE SUEZ CANAL.)

NOTICE.—The s.s. ARABIA will sail on THURSDAY, 4the 1st May, at 9 o'clock A.M. Passengers are requested to be on board by 8 A.M.

VOLKART BROTHERS,
Agents R. Rubattino Steam Navigation Company.

Bombay, 29th April 1873.

WILSON LINE.
LIVERPOOL VIA SUEZ CANAL.
To leave about 16th May.

THE s. s. XANTHO, 1,800 tons, 250 H. P., nominal, William Cosens, Commander, will leave as above. She has excellent accommodation for First and Second Class Passengers, with Saloon on Upper Deck, and carries a Surgeon and Stewardess. Rates of Passage Money, exclusive of Wines and Spirits, which can be had on board.

FIRST CLASS	Rs. 500
SECOND CLASS	,, 300

For passage and further particulars apply to

GRINDLAY, GROOM & Co.
W. NICOL & Co., Agents.

NOTICE.—CONSIGNEES of CARGO per S.S. CHANCELLOR are hereby informed of the ARRIVAL of the VESSEL, and requested to TAKE DELIVERY of their respective GOODS at once from the Bunder. Any Claims that may arise for short delivery or damage to Cargo, unless settled before the departure of the Vessel from Harbour, will not be entertained.

WALLACE & Co., Agents.

Bombay, 29th April 1873.

GRANT ROAD THEATRE.

THE PARSEE ELPHINSTONE DRAMATIC CLUB.

TO-NIGHT, WEDNESDAY, 30TH APRIL, 1873.

LAST NIGHT OF THE FAVOURITE PLAY OF

BUDROODEEN AND ABU HASAN,

TO BE FOLLOWED BY THE SUCCESSFUL OPERA OF

INDUR SABHA.

On SATURDAY, 3rd MAY, 1873,
GRAND OPENING NIGHT OF A BRILLIANT COMEDY,

FEROZE AND PERICHER.

NOTICE.—The Undersigned have REMOVED to their FORMER OFFICES in RAMPART ROW.

VOLKART BROTHERS.

NOTICE.—The CONSULATE of the GERMAN EMPIRE has been REMOVED to RAMPART ROW.

NOTICE.—The CONSULATE of the NETHERLANDS has been REMOVED to RAMPART ROW.

NOTICE.—The Honourable Mr. JUSTICE BAYLEY will dispose of CHAMBER BUSINESS on WEDNESDAY, the 30th day of April, instant, at 12 o'clock.

LIMJEE BANAJEE,
Acting Clerk to the Honourable Mr. Justice Bayley.

High Court, 29th April 1873.

GOVERNMENT TELEGRAPH DEPARTMENT.

INCREASE IN AMERICAN RATES.

After 1st May, RATES to AMERICA will be INCREASED by Rs. 1-8 for FIRST TEN WORDS and Rs. 1-0-10 for each ADDITIONAL WORD.

A. E. BOYD,
Assistant Superintendent in charge Bombay Office.

Bombay, Tuesday, 1873.

REUTER'S TELEGRAM COMPANY (Ld.)

PRIVATE TELEGRAM SERVICE.

NOTICE is hereby given, that on and after the 1st MAY the above Company will ALLOW a REBATE of Rs. 2 on every MESSAGE, irrespective of length, to SENDERS whose Messages average Three per Week. Full particulars may be obtained on application to the Undersigned.

HARRY W. WILLIAMS,
Acting Manager, Eastern Branch.

Bombay, 30th April 1873.

THE VICTORIA PRESS COMPANY OF MADRAS, Limited, (in Liquidation).—NOTICE is hereby given, that a GENERAL MEETING of the SHAREHOLDERS of the above Company will be HELD at the Office of the Company, Sassoon Buildings, Apollo Street, Bombay, on MONDAY, the 2nd of June 1873, at 3 P.M., to receive the Liquidator's Account showing the manner in which the winding-up has been conducted, and the property of the Company disposed of.

SORABJEE SHAPOORJEE,
Liquidator.

Bombay, 29th April 1873.

MELLIN'S EXTRACT.

The only preparation which can be relied on for producing

LIEBIG'S MILK,

Has been the means of saving many Infants' lives, and may be given to Patients of all ages.

Bottles .....Rs. 1 & Rs. 2,

AND WHOLESALE.

SOLE AGENTS,

D. S. KEMP & Co.,
SASSOON HOUSE, BOMBAY.

B. B. AND C. I. RAILWAY.
ALTERATION OF TRAINS.

On and after May 4th, the DOWN MAIL will leave Church Gate Street at 7 A.M., Surat 3-30, Broach 5-12, Baroda 7-10, and arrive at Ahmedabad at 10-0 P.M. The UP MAIL will leave Ahmedabad at 6-45 A.M., Baroda 9-36, Broach 11-26, Surat 1-25 P.M., and arrive at Church Gate Street at 9-10 P.M. The DOWN MIXED will leave Church Gate Street at 7-30 A.M., arrive at Surat 8-15 P.M.; leave Surat 8-0 A.M., arrive at Ahmedabad 5-50 P.M.; leave Ahmedabad 7-0 A.M., arrive at Wudwan 2-0 P.M. The UP MIXED will leave Wudwan at 10-30 A.M., arrive at Ahmedabad 5-30 P.M.; leave Ahmedabad 7-30 A.M., arrive at Surat 5-15 P.M.; leave Surat 7 A.M., arrive at Church Gate Street 7-20 P.M. The DOWN LOCAL, Bombay to Veraur, will leave Church Gate Street at 7-0 P.M., and arrive at Veraur at 9-2). The Kankra Kharee Station will be closed. For further particulars, see the Company's Time Tables, which are exhibited at all Stations.

J. R. DUXBURY,
Traffic Manager.

Bombay, 29th April 1873.

ACCOUNT OF THE BOMBAY MUNICIPALITY FOR THE MONTH ENDING 26TH APRIL 1873.

Receipts.	Budget Estimate	Up to 22nd Feb.	Present Month.	Total.
	Rs.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Bal. on 1st Jan. '73	.....	.....	.....	206,945 11 8
Rates ,,	16,55,214	203,336 8 0	161,629 0 1	1364 965 8 1
Duties—Town ,,	5,09,000	1,05,135 12 8	141,294 3 1	1,169,449 15 9
Do. Liq. Lic. ,,	1,40,400	34,460 11 8	12,545 12 0	47,006 7 8
Do. Liq. Lic. Conveyances ,,	1,46,500	138,028 0 0	847 8 0	138,875 8 0
Do. Wheel Tax ,,	10,000	.....	.....	85 10 0
Market Fees ,,	2,21,283	70,746 6 0	18,139 0 0	88,885 6 0
Pinjaloore Fees ,,	2,11,990	35,106 4 7	10,416 15 5	45,563 4 1
Misc.—Fines ,,	3,00,923	54,904 12 3	3,468 10 11	10,063 7 2
Do. Receipts ,,	13,000	4,400 8 9	1,436 3 9	5,836 12 6
Do. Savings ,,	22,812	5,465 6 1	1,643 12 6	7,109 2 7
Do. Fees ,,	2,000	579 5 6	296 7 3	876 12 9
Victoria Gardens ,,	58,483	13,373 0 8	4,039 9 7	17,412 10 3
Debt ,,	8,500	425 0 0	474 2 9	899 2 9
Workshops ,,	.....	17,446 5 6	3,331 15 4	20,778 4 10
Advances ,,	37,000	35,986 0 0	8,823 3 3	48,711 9 6
Deposits ,,	.....	65,537 8 6	652 0 0	66,189 8 6
Last Yr's Assets. ,,	.....	6,168 0 2	.....	6,168 0 2
Total Rs..	32,33,457	971,858 10 6	267,039 8 0	1238,898 2 6
			Total Rs.....	1415,843 14 2

Disbursements.						
Superintendence	1,12,332	22,678 13 2	7,108 1 0	29,786 14 2		
Assessment	36,652	12,078 3 3	3,621 13 0	15,699 16 3		
Collection Dept.	84,272	17,306 8 0	6,731 7 5	24,127 15 5		
Police Account..	3,60,414	86,157 4 4	29,955 4 1	116,112 8 5		
Health Dept....	10,20,714	1,81,380 1 5	60,783 3 0	242,163 4 5		
Public Works—						
Establishment	79,474	15,116 15 4	4,776 15 2	19,893 14 6		
Lighting ,,	2,47,861	47,127 12 2	21,052 8 7	82,500 4 9		
Watering ,,	74,064	20,688 7 3	6,233 9 6	26,922 0 9		
Repairs, Roads ,,	3,02,700	51,769 6 2	10,162 14 4	61,932 4 6		
Do. Buildings ,,	9,910	.....	.....	.....		
Improvt. Sts. ,,	30,000	2,114 4 10	33 8 6	2,146 13 4		
Water Works. ,,	44,176	90,978 15 1	1,452 9 4	95,531 8 5		
Drainage ,,	1,24,946	10,553 12 8	8,173 13 3	18,727 9 11		
Vic. Gardens ,,	10,470	397 4 0	936 1 6	1,333 5 6		
Prim. Education	10,000	2,097 0 0	449 0 0	2,546 0 0		
Miscellaneous ,,	20,861	11,305 0 2	5,167 12 1	16,472 12 3		
Debt ,,	7,44,935	185,859 1 7	40,763 6 0	226,622 7 7		
Workshops ,,	.....	10,252 6 0	4,316 9 2	14,568 15 8		
Advances ,,	.....	67,124 10 0	5,575 7 7	82,194 2 3		
Deposits ,,	.....	39,962 5 9	5,313 12 0	45,276 1 9		
Last Year's Liabilities ,,	.....	54,119 6 6	13,107 15 0	67,227 5 6		
Total Rs...	32,88,958	943,443 10 3	248,371 8 3	1192,815 2 6		
Balance on 26th April 1873	.....	.....	.....	254,028 11 8		
			Total Rs.	1446843 14 2		

* Debits and Credits deducted.

JAMES THORBURN,
Actg. Controller.

W. G. PEDDER,
Actg. Municipal Commissioner

IMPORTANT NOTICE.

ASQUITH AND COMPANY

Will have ready for Inspection,

THIS DAY.

AT THEIR

ESTABLISHMENT,

23, & 24, APOLLO STREET,

EX S.S. "INDUS,"

A LARGE AND CHOICE SHIPMENT OF THE FOLLOWING NEW GOODS :

SMALL FELT HATS .....Several New Shapes, prepared not to Discolour.

LINCOLN BENNETT & Co.'s..Tall Drab Hats, Best Dress Hats.

COURIER BAGS .....Best Tan Canvas, bound with Calf, a most useful article.

MONEY BELTS .....For Travellers and Overland Passengers.

WALKING STICKS .....Monster Rattans for the Districts; Miniature Rattans for Riding; Orange with Natural Handles.

SCARFS .....New Bows for the Hot Weather.

TRUNKS .....Overland, Rail Portmanteaus, Gladstone Bags.

AIR PILLOWS..... Drab and Cashmere India Rubber Cloth.

D'OYLEYS, DAMASK NAPKINS, TABLE CLOTHS.

FRENCH CAMBRICS FOR LADIES' DRESSES.

BLUE AND BLACK SERGES.

ASQUITH AND COMPANY.

MILLINERY ESTABLISHMENT.

ESTABLISHED IN 1851.

UXBRIDGE HOUSE, 7, CLARE ROAD, BYCULLA, BOMBAY.

MRS. LAKE,

MILLINER, DRESS MAKER, OUTFITTER, SILK MERCER, &c.

A LARGE AND CHOICE SELECTION OF

FASHIONABLE MILLINERY

ALWAYS IN STOCK.

ALL SUPPLIES RECEIVED PER "OVERLAND MAIL" STEAMERS.

WEDDING AND MOURNING ORDERS CAREFULLY ATTENDED TO.

"RIDING HABITS MADE TO ORDER."

LADIES' OWN MATERIAL MADE UP WITH CARE AND TASTE.

TERMS—CASH.

Orders from Outstations, to ensure immediate attention, should be accompanied by a remittance or reference for payment in Bombay.

HOT SEASON GOODS.

BY APPOINTMENT,

BADHAM AND COMPANY

HAVE just received, a Fresh Consignment of GOODS for the present Hot Weather : comprising Light Tweeds in every colour, Oxford Shirtings, French Shirtings, Silk and Wool, &c., &c.

TEN PER CENT. DISCOUNT FOR CASH.

GLOVES.

	Rs. a.
Ladies' White Kid Gloves ...	P. Pr 2 12
Ladies' Colored Kid Gloves.	,, 2 12
Gent's White Kid Gloves ...	,, 3 0
Gent's Lavender Kid Gloves	,, 3 0
Gent's Colored Kid Gloves...	,, 3 0
Gent's Dogskin Gloves.....	,, 2 12

Nett.

COLLARS.

Shakespear, Realm, Suez, First Lord, Pall Mall, Grosvenor, West End, and a variety of other new shapes, per doz.....	6 8

SCARFS.

Duke of Edinburgh, Napier, Teck, and Windsor	2 12
The Royal Satin.....	3 0
Washing Scarfs, in a variety of colors.	

HATS.

Lincoln and Bennett's Black Silk Hats	15 8
Lincoln and Bennett's Drab Shell Hats.....	12 8
Black Felt Hyde Park, Brighton, Derby, Stanhope, and Scarboro' ...	6 8
Brown Felt do. do. ...	7 0
Drab Felt Cantab, Isis, and Chester..	6 0
Sola Topies, new shape	5 0

HOUSEHOLD LINEN.

Damask Linen Table Cloths, Damask

COMMERCIAL INTELLIGENCE.

TUESDAY, 29TH APRIL 1873.

EXCHANGE on London opened for this mail with few buyers at the closing rates for last mail, and rates at our quotations close firm.

Government Securities have slightly advanced in prices, but there is not a large amount of business doing in them.

Bank Bills, 6 months' sight .....1s. 11¼d. to 9/32d.
Credit Bills, do. .....1s. 11 15/32d. to 1s. 11½d.
Documents, do. .....1s. 11¼d. to 9/32d.
Bank Bills, 3 months' sight .....1s. 11 to 1s. 11 1/16d.
Credit, do. .....1s. 11 7/32d. to 1s. 11½d.
Documents, do. .....1s. 11 9/32d. to 5/16d.
Bank Bills, demand .....1s. 10¾d.

On Calcutta Bank Bills, 60 days' sight. 99½
Do. demand..... par.

On Madras, 30 days' sight ..... 99½ nominal.
Do. demand..... 100

On China House Bills, 60 days' sight. 225½

GOVERNMENT SECURITIES.

Five-and-a-half per cent. 110½
Four & half per cent. 104½
Four per cent. ... ...102½ to 103
Four & half per cent. (Public Works Loan) ...106
Five per cent. Debenture Loan, 1866-67 ... ... 103½
15 years' Debenture Loans 109½
10 years' do. do. 105
5 years do. do. 103
Six per cent. Municipal Loan House Rate ...112
Do. Do. Market Rate ...112
New French Loan 5 per cent. fully paid up of 1871 and 1872.....92
New French Loan instalment paper of 1872... ...94
Paris Municipal Loan (Debenture Rs. 117) per Bond.....115.

Rates of discount at New Bank of Bombay—

Loans on Government Paper on demand			4½ per cent.
Fixed Loans on	do.	to 3 months'	5½ ,,
Do.	do.	over 3 do.	6½ ,,
Do.	on Merchandise		7½ ,,
Cash Credit	do.	to 3 months'	6½ ,,
Do.	do.	over 3 do.	8½ ,,
Do.	do.	.....	7½ ,,
Bank Bills			6½ ,,
Mercantile Paper			8½ ,,

PRICES OF BULLION, &c.

Sovereigns, each ... ...Rs. 10-8-6 to 10-9
Carolus 200
Mexican Dollars 222
Five-Franco Pieces 221½
Bar Silver... ... ... 107½ to 107¾
Gold Leaf 16-12
Bar Gold 10 oz. English 100 touch 16-14
Australian Gold ... ... 100 touch 16-13

FREIGHT REPORT.

TUESDAY EVENING.

FREIGHT by Canal steamers are very weak, and £2-17-6 has been to-day's quotation; little enquiry.

By Sail, rates continue to advance, and by Colonial built ships £2-15 to £2-17-6 have been paid, and for iron ships £2-18-9. Without arrivals soon take place rates are likely to advance still further, as most of the ships fixed have been fully engaged by *bona fide* shippers.

London ... Cotton ... Cases ... Seeds ... No ships.
Liverpool ... Iron Ships Cotton ... £2 15s. 0d. to £2 17s. 6d. Wooden Ships ,, ... £2 12s. 6d. to £2 15s. 0d. Myrabolams ... £2 2s. 6d. Coir bills ... £0 17s. 6d. Seeds ... £2 5s. 0d. nominal.
Havre ... Cotton ... Coffee ... £3 0s. 0d. nomi.
Overland Steamers—
Venice ... £3 5s. 0d.
Trieste ... £3 7s. 6d.
Liverpool ... £3 0s. 0d.
Havre ... £3 5s. 0d.
Liverpool via Suez Canal ... £2 18s. 9d. to £2 17s. 6d.
China ... Steamer Cotton ... Rs. 6 per bale. Sailing Ships ... Rs. 25 to 30 per chest.
Calcutta ...Salt ... Rs. 6 per bale nominal. Rs. 5 per ton.
Calcutta to Bombay ... s.s. Rs. 15 p. ton.; ship Rs. 14½ p. ton and Calcutta Port charges.
Mauritius ... Nothing doing.

SALES AND PURCHASES.

PIECE GOODS.

Owing to the dull accounts from Liverpool the market has become quiet, but there is no change in values. There is, however, an active demand for 40 inch 7 lbs. and 8½ lbs. Shirtings, but the business doing in them is of a small character as the holders are unwilling to sell them unless at an advance in prices. 40 inch 2½ lbs., 2¾ lbs., and 45 inch 2¾ lbs. Grey Jacconets are also in active demand, and prices are slightly better. The following are our closing quotations:—

Grey Shirtings	40 in.	39 yds.	6 lbs.	Rs. 4	3	6 to Rs. 4	4 0
,, ,,	40	,, 39	,, 7	,, ,,	4	13 0 to ,, 4	14 0
,, ,,	40	,, 39	,, 8½	,, ,,	5	12 0 to ,, 5	14 0
,, ,,	45	,, 39	,, 9	,, ,,	6	6 0 to ,, 6	8 0
,, Printers	26	,, 30	,, 3	,, ,,	2	4 0 to ,, 2	4 6
,, Madapollams	32	,, 24	,, 3	,, ,,	2	2 6 to ,, 2	3 0
,, ,,	50	,, 24	,, 5½	,, ,,	3	11 0 to ,, 3	11 6
,, Jacconets	40	,, 20	,, 2¼	,, ,,	1	12 9 to ,, 1	13 3
,, ,,	40	,, 20	,, 2½	,, ,,	2	1 6 to ,, 2	2 0
,, ,,	40	,, 20	,, 2¾	,, ,,	2	5 6 to ,, 2	5 12

The undermentioned sales are reported to have been made by European firms yesterday:—

200 pieces	White Jacconets	40 in.	20 yds.	at Rs.	3 13 0
200 ,,	,,	,,	40 ,, 20 ,,	at ,,	4 1 0
200 ,,	,,	,,	45 ,, 20 ,,	at ,,	4 5 0
200 ,,	,,	,,	45 ,, 20 ,,	at ,,	4 9 0
200 ,,	,,	,,	40 ,, 20 ,,	at ,,	4 13 0
200 ,,	,,	,,	40 ,, 20 ,,	at ,,	5 1 0
200 ,,	,,	,,	40 ,, 20 ,,	at ,,	5 5 0

COTTON.

The continued dullness of the home market has caused the market here very dull, and a further decline of Rs. 3 to Rs. 5 per candy has taken place. A very large business has, however, been done of the above decline. The following are our closing rates:—

New Oomrawuttee	(Rendy)	at Rs. 194	to Rs. 196
,, Akote	,, ...	at ,, 200	to ,, 202
,, Broach M.G.	,, ...	at ,, 225	to ,, 235
,, Hingunghaut	,, ...	at ,, 225	to ,, 230
,, Mowa and Bhownuggur	,, ...	at ,, 194	to ,, 198
,, Sawginned	,, ...	at ,, 208	to ,, 210
,, Compta and Vingoria	,, ...	at ,, 175	to ,, 179

The following purchases are reported to have been made by European firms yesterday:—

1,200 candies	New	Veerumgaum	20 days.....	at Rs.	185
225 ,,	,,	,,	Ready	at ,,	185 to 187
50 ,,	,,	,,	,, ...	at ,,	187
100 ,,	,,	,,	,, ...	at ,,	187 to 188
50 ,,	,,	Mawa	,, ...	at ,,	198
50 ,,	,,	,,	,, ...	at ,,	198
250 ,,	,,	Bhownuggur	20 days.....	at ,,	195
500 ,,	,,	,,	20 days.....	at ,,	194
250 ,,	,,	,,	20 days.....	at ,,	194
500 ,,	,,	Wudwan	15 days.....	at ,,	189
50 ,,	,,	,,	Ready	at ,,	190
25 ,,	,,	Vingoria	,, ...	at ,,	174
200 ,,	,,	Khandeish	,, ...	at ,,	180 to 182
250 ,,	,,	Veravul	15 days.....	at ,,	165
50 ,,	,,	Broach	Ready	at ,,	235
25 ,,	,,	Sawginned	,, ...	at ,,	210
100 ,,	,,	Dhollera	,, ...	at ,,	189
100 ,,	,,	,,	,, ...	at ,,	189
25 ,,	,,	Unjar	,, ...	at ,,	193

YARNS

3,900 lbs. Turkey Red No. 40's ..... at 25¼ as per lb.

BOMBAY BILL AND STOCK LIST.

TUESDAY AFTERNOON.

MARKET active for Alliance and Manockjee Petit shares. There were several transactions in Bombay and Framjee Press shares at higher rates.

BANKS.

No. of Shares	Nomi. value ₹ sh.	Paid up.	Last divi-dend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank.....	85
72,000	1,000	all	6 p.ct.	Bank of Bengal	1,400
10,000	500	all	5 p.ct.	Do of Bombay New ...	752½
10,000	500	105	5 p.ct.	Do 2nd Res. Issue	230
5,250	1,000	all	5 p.ct.	Do of Madras	1,170
10,000	250	all	8 p.ct.	Chartered Mercantile Bk. of I. L. & China	250
40,000	2511	all	12 pct.	Hong. & Shanghai Bank	410 nl.
40,000	200	all	Nil.	Chartered Bk. of I. & C.	150
37,080	250	125	4 p.ct.	National Bank of India..	109
10,000	250	all	12 do.	Oriental Bank	450

RAILWAY COMPANIES

.....	£20	218·3	p.c.	G. I. P. Railway Consolidated Stock	233
.....	£20	109·12	do.	Do. New £20 Shares	126
.....	£20	43·12	do.	Ditto	.....
.....	£100	1,00	do.	B. B. & C. I. Railway Co.	1,125
.....	£12	126·14	do.	Do. New Shares	215

LAND COMPANIES.

6,000	2,000	all	Rs. 77	Colaba Land Co.....	1,445
9,000	150	all	Nil.	Frere Land & Pier Co. Ld.	109
750	2,000	2,000	31p.s.	Mazagon Land	855
6,000	1,000	all	15p.s.	Port Canning Land Company, Limited	410

PRESS COMPANIES.

150	5,000	2,850	225 p.	Akbar Cotton Press Co....	2,100
200	2,000	1,100	150do.	Albert Co. Kurrachee.....	835
100	5 0	all	10 p.ct.	Albert king Co.....	550
250	3,000	850	Nil.	Alexandra Press Co.....	260
150	12,000	11,000	100 p.	Apollo Press Co.....	6,700
200	2,000	all	200 p.	Bombay Press Co.....	1,450
200	500	all	50 p.s.	Do New.....	385
350	1,000	1,000	100 p.	Broach Cotton Co	890
100	1,500	...	...	Carwar Company.....	1,700
500	1,880	all	40	Colaba Press Co.....	1,000
350	9,000	all	250p.s.	Dayaram Press Co.....	2,800 nl.
150	8,500	all	500	Fort Press Co.....	5,900
300	2,000	1,800	75 p.s.	Framji Cowasji Press Co.	675
200	1,000	all	200 p.	Fresnel Press Co	725
200	6,000	6,000	225 p.	Hydr aulic Press Co.....	2,150
250	5,000	1,467	75 p.	Imperial Press Co	895
200	400	350	433 p.	Mofussil Press & G. Co...	5,600
120	2,500	all	250 p.	Prince of Wales Press...	2,150
200	1,000	250	...	Sassoon's Press Co.....	400
400	850	750	135 p.	Scinde Press Co.....	460
100	1,00	750	...	Scind and Punjaub Cotton Press Co., Limited.....	1,140
225	2,000	1,000	250	Victoria Press, Madras..	1,150
15	850	all	8 p.ct.	Vic. Cot. Gin & Press Co.	1,100

For share for the half-year.

SHIPPING.

ARRIVAL.

April.	Vessel.	Commander.	From.
29	Rustom (s).....	Teasdale.....	Goa, April 25.

DEPARTURES.

April.	Vessel.	Commander.	Destination.
29	Athena	Pierce.....	New York.
	Hidalgo (s)	Edward.....	Liverpool.

The following vessels were entered out for loading yesterday:—
Barque Wells Castle, to Liverpool.
Barque David Auterson, to Zanzibar.
Brig Estrella de Damsun, to Zanzibar.
Steamer Potomac, to Liverpool.

DAILY IMPORTS.—29TH APRIL.

FROM LONDON.

Xantho, s, 21 cases champagne, Bouneville & Sibille.
British Statesman, 200 cases brandy, H. Festonjee & Sons.
Kingdom of Fife, 103 barrels brimstone roll, A. Curretjee Dady & Co.
Crosby, s, 1 case hardware, A. Heptoolabhoy.

FROM GENOA.

Arabia, s, 15 cases brandy, Bouneville & Sibille.

DAILY EXPORTS.—29TH APRIL.

FOR LIVERPOOL.

Bride of Lorne, 400 bales cotton, G. Tippet & Co; 100 bales cotton, H. Clason & Co; 50 bales cotton, E. Latham & Co.
Kirkwood, 50 bales cotton, E. Latham & Co; 250 bales cotton, Gaddum & Co.
Tythouse, 50 bales cotton, E Latham & Co; 232 bales cotton, J. Campbell & Co; 8 bales cotton, C. Mitchell & Co.
Helen Scott, 1,000 bales cotton, W. Nicol & Co; 140 bales cotton, D. H. Cama & Co.
Matel, 250 bales cotton, G. Damodar; 200 bales hemp, S. Mooljee; 200 bales cotton, N. Manuckjee & Co; 62 bales cotton, C. Lalljee.
Emblehope s, 100 bales cotton, L Luckmedass & Co; 100 bales cotton, G Tippet & Co; 23 bales wool, S Tyebjee & Co; 31 bales cotton, D H Cama & Co; 300 bales hemp, S Mooljee; 72 bales cotton, C Dewjee; 70 bales cotton, T Doongursee.
Robert Kerr, 200 bales cotton, H Clason & Co; 350 bales cotton, V. Brothers; 62 bales cotton, D Bhozras; 1 bale cotton, R Morin & Co; 101 bales cotton, R Manuckchund; 40 bales cotton, D Mathooradass; 100 bales cotton, M Purmanund; 50 bales cotton, K Jewraz.
William Cory s, 20 bales wool, V Lulloobhoy; 40 bales wool, K Toolseedas & Co; 500 bundles myrabolams, R Brothers; 2,500 bundles coir yarn, C Dewjee.
Tiber s, 7,200 bundles coir yarn, N Joychund; 100 bales cotton, Lyon & Co; 75 bales cotton, C Mudonjee; 200 bales cotton, Gaddum & Co; 110 bales cotton, R Allabindboy; 50 bales cotton, the L A & American Co.
Killarney s, 40 bales cotton, Lyon & Co; 161 bales cotton, K Nixon & Co; 504 bags linseed, C Heerjee.
Indus s, 1,000 bales cotton, W Nicol & Co.
Orchis s, 520 bales cotton, F Sands & Co.
Annot Lyle, 500 bundles myrabolams, S S Narrelwa'a.
Clara s, 8 bales cotton, R Toolseedass.
Bewick s, 30 bales wool, P Champsey; 130 bales cotton, G Cotton & Co.
Walls Castle, 160 cwt horns, H Daya.

FROM LIVERPOOL.

Maud, s, 17 cases fishmaws, C Heerjee; 25 bales skins, C Esmail and Co; 20 bales hides, C Nanjee; 9 bales hides and skins, S Darvesh; 6 bundles T shell, 2 cases cowdas, and 3 cases fishmaws, D Hussun; 21 cases bingda, F Sealy and Co; 500 bundles nux vomica, P Runchenlass; 82 bags coffee, V Mohunjee; 3 bales hides, A Esmail; 2 cases T shell and 10 cases M of P shell, D Hassum; 7 cases gum, and 30 bundles horns, M Allana; 11 bales hides, M Veerjee.
Indus, s, 206 cases oil bamun, A Munjee and Co.

FOR HAVRE.

Indus, s, 100 bales cotton, S Tyebjee and Co.

FOR TRIESTE.

Ceylon, s, 50 bales cotton, K Preiswerck and Co.
Apis, s, 400 bales cotton, Young and Co; 100 bales cotton, K Preiswerck and Co; 100 bales cotton, F Scott & Co.

FOR SUEZ.

Ceylon, s, 3 bags silk, H Z Abadin.

FOR HONGKONG.

Massilia, s, 20½ chests opium, D Cowasjee Tata.

FOR SHANGHAI.

Massilia, s, 4 chests opium, B Premsook.

COLABA OBSERVATORY.

Results of Meteriological Observations made at the Government Observatory, Colaba, Latitude 18 deg. 53m. 45s. N., L., 4h., 51m., 12-3s., East, Height of Barometer above the Sea-37 feet.

April.	Means of Observations taken at 6 A.M., 10 A.M., 2 P.M., 4 P.M., and 10 P.M.						Extent of cloudy sky by the eye.	Wind.	
	Barometer corrected to 32 deg. Fah.	Temperature of the Air.	Wet-ball Thermometer.	Dew Point.	Relative Humidity of Air.	Maximum temperature of Air read at 10 A.M. on following day. Minimum temperature of Air read at 10 A.M.		General Direction.	Movement in 42 hours.
	In.	O	O	O		O O			
21	29·820	83·2	76·2	73·6	·736	1·4 87·3	7·6	WSW, SSE, S, SW, WSW, W, WNW, W.	228
22	·838	82·9	75·0	71·9	·701	1·4 87·6	7·6	WSW, SSW, SW, WSW, W, WNW.	191
23	·879	83·7	75·6	72·4	·695	2·0 88·3	7·8	W, WNW, SE, WSW, W, WNW, NW, WNW.	192
24	·877	82·7	75·7	72·0	·730	2·0 87·1	7·8	WNW, NW, NNE, N, NNW, WNW, NW.	262
25	·848	83·4	76·3	73·7	·733	0·8 87·0	7·3	NNW, N, NNE, N, NNW, NW.	360
26	·852	82·7	75·3	72·5	·719	0· 86·2	7·0	NNW, NNE, N, NNW, NW, WNW, NW, NNW.	387
27	·869	83·0	76·2	73·7	·740	1·6 86·7	7·3	NNW, NNE, NNW, NW, WNW, NW.	313

MILITARY.

ARRIVALS.—APRIL 26.

Clark, Major, late 4th Bengal European Regiment, on furlough, from Rajpootana.
Davidson, Captain, 18th Bengal Cavalry, on furlough, from Allahabad.

APRIL 28.

Howell, Assistant Surgeon, 30th Regiment N. I., on leave, from Jacobabad.

APRIL 29.

Annesley, Lieutenant-Colonel, Staff Corps, on duty, from Mhar.

DEPARTURES.—APRIL 28.

Heaviside, Captain, Bengal Royal Engineers, on duty, to Aden.
Ross, Colonel, Bengal Staff Corps, on medical certificate, to England.

APRIL 29.

Clark, Major, late Bengal European Regiment, on furlough, to England.
Smith, Captain, Bengal General List, Infantry, on furlough, to England.
Davidson, Captain, 18th Bengal Cavalry, on furlough, to Liverpool.

GOVERNMENT OF INDIA ORDERS.

(*Gazette of India*, April 26.)

PUBLIC WORKS DEPARTMENT—MILITARY WORKS.

Privilege leave for three months, from 15th May 1873, is granted to Mr J E Hilton, Asst Engr, 1st grade, H Rawul Pindee Division.

INDUS VALLEY (STATE) RAILWAY.

Mr D MacFarran is appointed a temporary Supervisor, 1st grade, on probation, and is posted to the Schwan Division, Lower Sind District.

RAJPOOTANA (STATE) RAILWAY.

The following transfers have been made within the Agra District, Rajpootana (State) Railway, for the benefit of the public service, with effect from the 10th April 1873:—

From Bhurtpore Division to Agra Division.
Lt J S Nicholson, R E, Asst Engr, 1st grade.
Baboo Mehtab Chunder Mullick, Asst Engr, 3rd grade.
Mr J Lyons, Overseer, 1st grade.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes.	After-packet.
United Kingdom	May 5 ...	5-30 P.M. ...	6-30 P.M.
Kurrachee	,, 2 ...	11 A.M. ...	12 A.M.
Persian Gulf via Kurrachee..	,, 9 ...	11 A.M. ...	12 A.M.
China	,, 5 ...	4-30 P.M.	No after packet.
Australia	,, 3 ...	4-30 P.M.	
Mauritius, Reunion, &c	,, 12 ...	5-30 P.M. ...	6-30 P.M.
Zanzibar, &c.....	,, 12 ...	5-30 P.M. ...	6-30 P.M.

OVERLAND MAIL.

The Overland Mail Steamers of the P. and O. S. N. Company leave Bombay every Monday at 7 P.M. during the fair Season and on Fridays, at 5-30 P.M., commencing with the mail of the 24th May, during the monsoon.

Letters will be received at the General Post Office up to 5-30 P.M. Newspapers, Books, and Patterns, up to 3 P.M.

Registered Letters up to 2 P.M. Letters presented for registration after that hour will be received up to 4 P.M. on payment of an additional fee of 2 annas on each letter. The additional fee to be paid in stamps affixed to such letters.

Late letters, if fully prepaid by means of stamps in respect both of postage and of late letter fee (4 annas each), will be received at the Pier Post Office from 5-30 to 6-30 P.M.

The latest hour for posting Overland covers at the several Branch Post Offices will be 1-30 P.M.

Fully prepaid letters will be received on board the Overland Mail Steamer after 5 P.M. up to starting time (7 P.M.) by the payment of an additional fee of Eight Annas. All others will be refused.

The postage chargeable on letters sent to the countries mentioned below *through Trieste* is altered as follows, with effect from the 1st April 1873:—

	Present Rates per ½ oz. Annas Pies.	Revised Rates per ½ oz. Annas Pies.
Austria, Luxemburg, German States, Austrian Post Offices in Turkey ... Belgium, Denmark, Netherlands, Switzerland, Moldavia, Wallachia, Servia.....	8 8	8 0
	9 4	9 0

POSTAGE BY THE BRINDISI ROUTE.

The Postage rates chargeable on Correspondence forwarded "via Brindisi," to the United Kingdom, or places served through the United Kingdom, are as follows:—

For the United Kingdom.

Each Letter per ½ ounce—annas 8.
Each Newspaper per 4 ounces—annas 2.
Each Book or Pattern Packet not exceeding one ounce—1 anna and 4 pie; not exceeding 2 ounces—annas 2, 8 pies; not exceeding 4 ounces—annas 4, 8 pies; every additional 4 ounces—annas 4 8 pies.

The full prepayment of Correspondence forwarded via Brindisi is optional and all covers not fully prepaid will, unless specially marked by the senders for transmission by any other route and conforming to its conditions, be forwarded via Southampton.

The subjoined Table shows the dates of departure of Overland Mail Steamers from Bombay during the first half of 1873:—

	At P.M.		At P.M.
Monday		Monday	May 26
			At 5½ P.M.
,, ...	May 5	Friday	May 30
,, ...	,, 12	,, ...	June 6
,, ...	,, 19	,, ...	,, 13

MAILS TO MAURITIUS.

The subjoined time table, shows the dates of departure of mails or Mauritius and Bourbon for the first half of 1873:—

REGULAR MAILS.	SUPPLEMENTARY MAILS.
Monday.....May 12	Monday .....May 19
,, ...June 6	,, ...June 13

MAILS FOR ZANZIBAR.

The following table of the steam packet service between Aden and Zanzibar, and *vice versa*, is published for general information. The service will be a monthly one in connection with mail steamers from England:—

Leave Bombay.	Arrive Aden.	Leave Aden.	Arrive Zanzibar.
May 12. ...	May 20.	May 23. ...	June 4.
Leave Zanzibar.	Arrive Aden.	Leave Aden.	Arrive Bombay.
May 10. ...	May 19.	May 22. ...	May 30.
June 7. ...	June 16.	June 19. ...	June 27.

MAILS FOR KURRACHEE AND PERSIAN GULF.

The B.I.S.N. Co.'s Contract Steamers from Bombay to Kurrachee and Persian Gulf will leave as under:—

LEAVE BOMBAY FOR KURRACHEE.

Friday .....May 2 Friday .....May 28
,, ... ,, 16

LEAVE BOMBAY FOR PERSIAN GULF VIA KURRACHEE.

Friday .....April 25 Friday .....May 9
,, ... ,, 23

Registered and Ordinary letters, as well as books and sample packets, and parcels, can be posted up to 11 A.M. and late fee letters up to 12 noon on the day of departure of the steamer.

DESPATCH OF INLAND MAILS FROM BOMBAY.

REVISED TABLE of the hours for closing the Inland Mails, which came into force from the 17th February and will continue so until further notice:—

MAILS.	At General Post Office. Ordinary Letters, &c.	At General Post Office. After-Packet.	At Branch Offices.
For Bengal, N. W. Provinces, Punjab, Central Provinces, Malwa, Berar, and for the following Post Towns on the N. E. Line of the G. I. P. Railway—Wassind, Kussara, Egutpoora, Nassick, Munmar, Nandgaum, Chalisgaum; and those from Bhosawul to Jubbulpore and Bhosawul to Nagpore.....	8 A.M.	9-30 A.M.	7-30 A.M.
For all Post Towns on the N. E. Line of the G. I. P. Railway, as far as Bhosawul only.	4 A.M.	5 A.M.	5 P.M. of previous day.
For all Post Towns on the S. E. Line of the G. I. P. Railway for Poona, Decean, S. M. Country, and Madras Presidency; also for Ahmednuggur and Seroor	12 NOON.	1 P.M.	11-30 A.M.
For ditto on the S. E. Line of the G. I. P. Railway, as far as Poona	7-30 A.M.	8 A.M.	5 P.M. of previous day.
For ditto on the B. B. and C. I. Railway for Guzerat, Kurrachee, Sind, Kattiawar, and Kutch	4 A.M.	6 A.M.	5 P.M. of previous days.
For ditto in Southern Concan, viz., for Penn, Nagotna, Mhar, Khed, Dapoolee, and Rutnagherry	6 A.M.	.....	5 P.M. of previous day.

Registered letters and banghy parcels for despatch by all mails will be received, except on Sundays, from 10 A.M. to 4 P.M.

LETTERS.—There are six deliveries in Bombay every day; at 8 A.M., 10 A.M., 11-30 A.M., 12-30 P.M., 2 P.M., and 5 P.M. The inland post goes out at 8-30 A.M., for Khandeish, Malwa, Berar, Central Provinces, Punjab, N. W. Provinces, and Bengal, and all post towns on the north-east line of the G. I. P. Railway; for Poona, Southern Maratha Country, and Madras Presidency at 8-30 A.M.; and for Scinde, Kattywar, and Cutch at 4 A.M.; for the South Eastern line as far as Poona, 12 noon. The Overland Mail for England is despatched every Monday evening at 7 o'clock, and closes at 5-30 o'clock. Late packets are received, on payment of extra postage, up till 7 o'clock at Apollo Bunder. Postage on inland letters not exceeding ¼ tolah ¼ anna, 1 tolah 1 anna, 1½ tolah 2 annas, 2 tolahs 2 annas; on foreign letters not exceeding ½ ounce via Brindisi 8 annas, 1 ounce Re. 1; via Southampton not exceeding ½ ounce 6 annas, 1 ounce 12 annas.

THE "BOMBAY GAZETTE."

THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers:—

Subscription for One Year (*Post Free*).....	Rs.	42	0	0
Half Year.....	*ditto* ..... ,,	24	0	0
Three Months	*ditto* ..... ,,	14	0	0
One Month	*ditto* ..... ,,	5	0	0
One Week	*ditto* ..... ,,	1	8	0

The above rates are for subscriptions paid *in advance*.

"BOMBAY GAZETTE" OVERLAND SUMMARY.

THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Pall Mall Budget*. Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes*; specially-written Money and Commercial Market and Freight Reports; Leading Articles on the principal topics of discussion in India; and all the Local and General Intelligence of the Week.

The Edition for Indian Subscribers also contains the Telegrams received from Europe during the Week, and the Special London Correspondence, Political, Commercial, Military, and Sporting, published in the Daily *Bombay Gazette*.

A specimen copy will be sent on receipt of address.

Subscription for One Year, *Post Free in India*, Rs. 12.
Postage to England, Rs. 6-8 per annum.

BOMBAY PRICE CURRENT.

THE *Bombay Price Current* is published Weekly at the *Bombay Gazette* Office, on the Departure of the Over and Mail for Europe.

Per Annum ..... Rs 10 0 0
Per Copy ..... ,, 0-4 0

TO RESIDENTS OF POONA.

RESIDENTS of Poona may obtain the *Bombay Gazette* DAILY at MESSRS. THRACHER & Co.'s, or MESSRS. D. S. KEMP & Co.'s, POONA, price, 4 annas. Also, on Tuesday the INDIAN EDITION of the *Bombay Gazette Overland Summary*, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette*.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTHS.

BARBER—April 25th, at Meerut, the wife of Mr. George Barber, of a daughter.
RICHARDSON—April 23rd, at Joanpore, the wife of E. C. Richardson, of a daughter.

MARRIAGE.

GRAVES—KING—April 21st, at Allygurh, by the Rev. Fr. Symphorien, and afterwards by the Rev. J. Hoerle, Henry Affleck-Graves, Lieutenant, Royal Artillery, to Louisa, daughter of the late Arthur King, Esq., of Chittagong.

DEATHS.

BATEMAN—April 20th, at "Belmont," Simla, William Bateman, of the Judge Advocate General's Office, aged 60 years.
HILL—April 19th, at Simla, Lieutenant-Colonel Richard Barton Hill, H. M.'s Bengal Staff Corps.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Daily "BOMBAY GAZETTE," *and the* "BOMBAY GAZETTE OVERLAND SUMMARY," *are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.*

The Bombay Gazette.

WEDNESDAY, APRIL 30, 1873.

WE purposely omitted in our review of the Punjab Revenue Report touching on the subject of transfers of land, which is dealt with at some length in the Government Minute, as a whole article is all insufficient to deal with it even superficially. His Honour's remarks are very pertinent, but too long to give in full. They may be summarized as follows:—There are no available statistics to show if the transfer of land to the money-lending class is on the increase; but it is to be feared that such is the case, and, if so, it is an evil which must, if possible, be checked. It is an insufficient reply that it is our duty only to fix the assessment at a rate which might be easily paid, and that if after our bringing education to the peasant proprietor's door, he refuses to avail himself of it, and, remaining in his unenlightened condition, improvidently borrows money to meet "extravagant marriage "expenses," and parts with his proprietary right which has been assured to him and made valuable by a peaceful rule, it would be unjust on the part of Government "to deny to the "moneyed classes the undoubted right of purchasing in open market or taking as the "equivalent for money lent the lands of spend-"thrift agriculturists, who, were they reduced "to the position of cultivating tenants, would "still be in no worse a position than they occupied previous to annexation." The strength of the British Government lies in its careful maintenance of the rights of the village proprietors. Should they, although entirely through their own fault, lose these rights, we should find them in opposition to us. To remedy the evil, a memorandum of the Commissioners is in circulation. (We cannot gather its contents from anything before us, except that it seems to propose to limit the rate of interest.) The Lieutenant-Governor appears inclined to believe that in some parts of the Punjab the rigidity of the Government demand forces the people into debt, and proposes as a remedy to fix the assessment at a lump sum for a term of years, allowing the District Officer in a "bumper year to realize double, or even more, "the average demand, collecting half or even no-"thing at all in a year when the harvest was "bad or had altogether failed." We have very recently attempted to give some faint idea of the state of indebtedness of the ryots in this Presidency, and our correspondent "Shamul" has given a graphic account of his experience of it.

The subject is, indeed, no new one to us. We have before pointed out how almost impossible it is to keep the ryot out of debt and ultimate ruin under the present iron rule of our Courts. His struggle with debt is in reality a struggle with his creditor, the soukar. We are not going to join in the outcry against the village moneylender, who only does what the trading classes do all the world over, make the best bargain he can for himself. Capital is not abundant, and money is dear; he gives his money to the ryot at the best price he can get, and ensures, as far as he can, repayment of principal and interest. The only security the ryot has got to offer is his land, and when the money-lender finds the money will not be repaid he takes the land, although one class, the Marwarries, being foreigners, would generally prefer the money. The money-lender drives a hard bargain, but to sell in the best market and purchase in the cheapest is surely a doctrine he has as much a right to follow as the most evangelical capitalist who ever made a good bargain in raising a loan for a foreign state or bought cotton for a rise. It is the State that is to blame in the matter. The parties are ill-matched, and yet they are treated as if they are equal. On the one side is a trained man of business, keen within his own narrow sphere, and understanding exactly what he gives and what he takes. The other is an ignorant peasant unable to read or write, sorely pressed for money, either to pay the Government demand, which he must do or lose his second mother, his land, or to marry his daughter in a befitting manner. He must have the money at any price, and cannot afford to haggle about the terms. The money is forthcoming and the ryot signs a paper, the purport of which he barely understands, nay, which is often, we believe, not read to him. Next year the loan is due with the interest. The crops may have failed or a bullock have been poisoned, and Bapoo can do nothing but pay perhaps the interest on the bond and give another paper for a larger amount. But what need to detail the manner in which such

Sivajee and others no despicable fighting men. Then Government might do something in the way of granting waste land on temporary easy tenures to them; in fact there are a good many means of supplying the wants of these people, but it needs the will and a quarter of a century of good hard work, and if Government would only give the initiative, there are plenty of hard working officers who would be only too glad to undertake this sort of thing and have their names immortalized by way of "Crowepoor," "Littlebad" or Nairnegunge.

Still these measures alone will not make "Herrichunderkapahar an El Dorado, and I come now to the village police, which requires entire remodelling. As they now are, they are the most useless body of men that ever starved on half-pay,—and half-pay is all they get. Instead of being useful to the police in the detection of crime, they are just the reverse, as their share in the booty or loot is almost always ten times as much as their pay or the miserable pittance very often promised to them by the police as a reward, and which is not unfrequently forgotten after all. Moreover to split on their caste brethren would bring the vengeance of the whole tribe down upon them, and that in itself is an unpleasant matter. Many district officials are against innovations of any kind, and would like to continue the Schleudrian system for ever and to support their notions they will, like Staff Corps officers, talk of "vested rights"—would even talk of the inherited privileges of the Mangs and Mhars and others.

We had little scruple in abolishing the privileges of Rajahs and Nawabs, of Sirdars, Deshmooks and Deshpundys, when we found that they were injurious to the country. Why, then, hesitate to reorganize and better the condition of these castes, and thus serve the country and them? The only fault this subject possesses is that they in whose interest I write are the lowest of the low and poorest of the poor. Charity begins at home, and our own poor deserve our consideration and our money more than the Sultan of Zanzibar's Seedees.

But to return, the best way of dealing with the matter would be to incorporate the village with the District Police and give full authority over the whole to the superintendent, and not leave, as now is the case in some districts, the power of selection and appointment of village guardians to mamlutdars, who, as they are not responsible, care very little who gets the place or how the work is done. There will have to be of course a numerical reduction in the village police itself from say 3 to 2, as their emoluments would have to be increased without additional expense to the state, but even one good man is better than 3 indifferent ones.

Of course a force like this would require a good deal of supervision, but with additional security to the ryot, the lessening of crime would follow and the superintendents and their inspectors would not mind, in fact would often be glad, of some additional administrative work.

That the present heads of the mofussil police (the Revenue and Police Commissioners) would object to having their already very onerous duties increased by having to look after the wants, &c., of a regular force ten times as large as it is now (the irregulars are permitted to administer themselves in their own sweet way) would be quite natural, but even for that a remedy could easily be found by doing what has been done in all other provinces of the Indian Empire" *i.e.* by appointing one administrative head over the whole force as Inspector General of Police.

I am told that owing to the overwork of the Revenue and Police Commissioners some change is already in contemplation, and if Government are anxious to relieve those high officials of part of their burden,—if they are also anxious to secure to the Indian ryot peace and security, the above roughly sketched scheme will, when properly carried out, answer far better than the three or four makeshifts which have been introduced during the last 20 years, and which after all left matters almost in the same state as when Raghoo Bangrias hordes terrified the land by their depredations. SHAMEEL.

BOMBAY.

FALL OF A METEOR AT SURAT.—On the night of Sunday, the 20th instant, a meteor was seen falling at Surat.

A GUJERATHI PAPER AT NERIAD.—A new Gujerathi paper, the *Doonia Dad*, has made its appearance at Neriad, in the Kaira collectorate.

DEATHS AT SURAT.—During the week ending the 25th inst. there were fifty-one deaths at Surat. Of these, 24 were males and 27 females.

THE WAGHURS AT PORBUNDER.—We notice from a native paper that the Waghurs have recently plundered a village in the Porebunder State.

A READING ROOM AT DEESA.—A reading room has lately been established at Deesa by the exertions of some of the native residents of that place.

DISTRICT JUDGE OF SURAT.—It is stated that Mr. H. M. Birdwood, Joint Judge of Tannah, is likely to be appointed Acting District Judge of Surat, in room of Baron De-H. Larpent.

MURDER OF A COOLIE BY PARSEES NEAR SURAT.—The *Gujerat Friend* states that on the 19th inst. a coolie was murdered in a village near Surat, by two Parsees, who are now in custody of the police.

THE BOMBAY UNIVERSITY.—Of the candidates who presented themselves for the First Examination in Arts in connection with the Bombay University, forty-eight passed their examination successfully.

TOSTURE.—At the Fort Police Court yesterday, before the Senior Magistrate, Laljee Nuthoo, a buggy driver, was charged with torturing his horse at the Bazaar Gate Street, and was fined five rupees.

ACCIDENT.—A man named Jankoo Mankoo, employed at the new Lighthouse, got his right leg seriously injured by a large stone falling on it on Monday. He was removed to the Jamsetjee Hospital.

FOUND DROWNED.—An inquest was held on Monday at the Jail Road on the body of a Mahomedan mendicant, which was found floating in the Baboola Tank. The enquiry stands adjourned till to-day.

SAINT THOMAS' CATHEDRAL.—To-morrow (Saint Phillip and Saint James' day) there will be an ordination of Deacons at St. Thomas' Cathedral. The service will commence at half-past 7 o'clock A.M. Hymns 159, 215, and 348.

SUICIDE BY A WOMAN AT SURAT.—On Saturday morning an old and infirm Hindoo woman jumped into a well at Surat and was drowned. It is supposed that the woman committed the act whilst in a state of temporary insanity.

ACCIDENT ON BOARD SHIP.—On Monday a labourer employed on board the ship Tithonus got seriously hurt by a bag of linseed falling on him out of a sling which was being hoisted. He was soon removed to the Jamsetjee Hospital.

THE ANGLO-VERNACULAR SCHOOL AT DHURUMPORE.—We learn that on the 19th instant the young Raja of Dhurumpore visited the above institution with his tutor, and after the examination of some of the classes presented prizes to some of the best students.

DEATH FROM DROWNING.—A Coroner's jury was empannelled on Monday at the Baboola Tank Road, concerning the death of a Hindoo girl, aged about ten years, named Jugu. The jury upon the evidence returned a verdict of accidental death by drowning in a tank.

THE PETITION OF THE BOMBAY PARSEES TO THE SHAH OF PERSIA.—It is said that with the petition which is to be sent to the Shah of Persia to England about the abolition of the "Jujia" tax, some kind of nazirana will be sent to H. H. and his principal officers.

MISCHIEF BY FIRE.—The other day a Mahomedan named Imam Ahmed was charged before Mr. Newnham, Acting District Judge of Ahmedabad, with having attempted to destroy a house by fire. The prisoner was convicted and sentenced to seven years' transportation and to pay a fine of Rs. 500.

FURIOUS DRIVING.—A Hindoo named Balla Govind, a coachman, was yesterday charged at the Fort Police Court, before the Senior Magistrate, with driving a vehicle in a rash and negligent manner, and thereby causing injury to the person of a Mr. W. South. The prisoner was convicted and fined Rs. 10.

CHEATING.—Yesterday at the Fort Police Court a man named Vizbhoocun Sawuldas appeared before Mr. Nana Morojee and obtained a warrant against one Curson, whom he charged with cheating, in respect of about Rs. 1,500; and two other persons named Kalikapursad and Vunmalee in aiding and abetting in the commission of the offence.

GRANT ROAD THEATRE.—The Parsee Elphinstone Dramatic Club have enacted this season double the number of plays they performed last year; and every one of them has, it seems, received the approbation of the public. On Saturday next they appear in a new comedy entitled "Feroze and Pericher." To-night is, therefore, the last opportunity of witnessing the play of "Budroodeen and Aboo Hasan," to be followed by that operatic gem, the "Indur Sabha;" and it is trusted the public will avail themselves of it.

PROGRAMME OF MUSIC to be played by the Town Band at the Esplanade Bandstand this evening:—

March	Giskra	Fichrer.
Polka	La Belle Collette	Gurtner.
Overture	Comica	S. J. Roi.
Valse	Ella	C. Jacques.
Selection	Faust	Godfrey.
Galop	Merry Heart	A. Pelmery.

GOD SAVE THE QUEEN.

BURGLARY.—On Monday a Mussulman named Mullick Mahomed, residing in a house attached to the residence of H. H. Aga Khan, in Love Lane, reported to the executive police that on Sunday night his house was entered through a window, one of the iron bars of the window being wrenched out. Two boxes were broken open, and sundry articles of wearing apparel and cash, of the aggregate value of Rs. 103, had been extracted from them. On the same night one Mahomed Seedick, living in a house opposite, lost a silver hooka, valued at about Rs. 70. The matter has been left in the hands of Khan Bahadoor Acbar Ally, the head of the detective police.

APPLICATION FOR AN INJUNCTION IN THE TOWERS OF SILENCE CASE.—At the High Court yesterday evening, at 5-30, after the Admiralty case had been adjourned, Mr. Anstey (instructed by Messrs. Craigie, Lynch and Owen) asked leave of Sir Charles Sargent to move for an injunction in the case of the Towers of Silence riot. He appeared on behalf of the Parsee Punchayet, and there was both a civil and criminal suit pending. The civil one was entitled Sir Jamsetjee Jejeebhoy and others v Cooverjee Pragjee and others. The injunction was for the purpose of stopping the blasting, &c., on the disputed ground. Sir Charles Sargent said Mr. Anstey had better move in Chambers. He thought the Judge who took the vacation business would take a motion of that sort.

THE TOWERS OF SILENCE RIOT CASE.—Yesterday at the Girgaum Police Court the enquiry into this case was resumed before Mr. Cooper against seventy-three of the defendants, the case against two, who were sick, being reserved at present. Mr. Ferguson, instructed by the acting Public Prosecutor, appeared for the prosecution. Mr. Arthur Peile appeared to watch the case on behalf of Cooverjee Pragjee and Jacob Jumal, who claimed the ownership of the disputed ground. Mr. Starling and Mr. Leith, instructed by Messrs. Craigie, Lynch and Owen; and Dr. Dallas, Mr. Chalk, and Mr. Jefferson appeared for the defendants, who were all represented. Mr. John Duffy's cross-examination was finished. He was not re-examined. A native jemadar of police was the next witness called. His examination was not finished, when the magistrate adjourned the case until 2-15 P.M. to-morrow. A full report of the proceedings will be published in our next issue.

SHIPPING ITEMS.

THE S.S. INDIA left Genoa for Bombay on the 24th instant.

THE RUBATTINO LINE.—Messrs R. Rubattino and Co.'s s.s. Asia, which sailed from Bombay on the 1st inst., reached Genoa on the 26th.

THE S.S. RUSTOM, 51 tons, Captain W. Teesdale, arrived in harbour yesterday from Coast and Goa with a general cargo and one hundred and six deck passengers from different ports.

THE SHIP POCAHONTAS, 1,132 tons, Captain Duncan, arrived in harbour on the 28th instant from Boston (December 18th) with a cargo of 1,437 tons ice, 300 barrels apples, 55 cases painkiller, and one case unknown. The vessel is consigned to Tudor Co.

THE S.S. HIDALGO, 1,269 tons, Captain G. Edward, sailed yesterday for Liverpool via the Suez Canal with the following passengers:—Captain T R Davidson and 2 children, Major and Mrs Clark and child, Miss Forrester, Mrs Davidson and 3 infants, Mr R Dixon, Mr Simpson, Captain R Smith, Mrs Miller and 6 children, Mr Scott, and Mr Watson. She carried the following cargo:—5,291 bales cotton, 426½ bales wool, 3,536½ cwts. linseed, 14,097 cwts. galls, 303 cwts. coir yarn, and 633½ cwts. hemp.

STATE OF THE TIDE AT BOMBAY.

HIGH WATER.		APRIL—MAY.		LOW WATER.	
Time.	Height.			Time.	Height.
H. M.	FT. IN.			H. M.	FT. IN.
0 45 m	4 10	Wednesday ... 30		7 8 m	7 9
1 48 a	6 4			7 45 a	4 10
2 39 m	3 10	Thursday 1		7 47 m	6 8
2 25 a	5 3			8 31 a	1 11
3 1 m	3 8	Friday 2		8 55 m	5 3
3 23 a	4 1			9 21 a	1 0
2 44 m	1 6	Saturday 3		9 6 m	4 0
4 16 a	3 5			10 24 a	0 7
3 41 m	0 9	Sunday 4		10 2 m	2 11
5 21 a	2 9			11 49 a	5 7
5 9 m	0 4	Monday..... 5		11 14 m	2 2
6 22 m	2 9			.....	.....
6 52 m	0 8	Tuesday..... 6		1 13 m	1 2
7 31 a	2 11			0 45 a	2 0

MOON—First quarter, 4th, 5h. 23m. P. M.

HIGH COURT DECREES.

YESTERDAY at the High Court the following short causes were disposed of before Mr. Justice Bayley:—

EDULJEE MANOCKJEE SEENA V. RUTTONJEE NANJEE MODY.

Mr. Webb, instructed by Messrs. Rimington, Hore and Langley, appeared for the plaintiff. Mr. Mayhew, instructed by Messrs. Tyabjee and Sayani, for the defendant, said his client resided at Lahore and that his agent came down here on Saturday last; and as there was no time to receive instructions the learned counsel applied for a postponement. The service on defendant had been effected at Lahore eight days ago. His Lordship considered this was not sufficient service and postponed the case until 10th June next.

AMBARAM NURSHERAM V. GUNOBA BAPOOJEE.

Mr. Leith (for Mr. Marriott) instructed by Mr. J. C. Cama, appeared for the defendant and applied that the suit be transferred to the long-cause list. Mr. Inverarity, instructed by Mr. Hope, for the plaintiff, opposed the application. After some discussion, his Lordship ordered that the case should go into the long-cause list, but that the defendant should pay into Court Rs. 1,014 before 4 P.M. to-day.

PREMJEE OOKERDA V. GOCULDAS DEWJEE AND ANOTHER.

Mr. Starling, on behalf of the defendant, applied that the suit be transferred to the long-cause list. Mr. Lynch, instructed by Messrs. Dallas and Lynch, on behalf of the plaintiff, consented; and the application was granted.

THOMAS HUTCHINSON AND OTHERS V. VUSSONJEE NUTHOO AND OTHERS.

Mr. Budroodin, instructed by Messrs. Tyabjee and Sayani, on behalf of the defendants, applied that the suit be transferred to the long-cause list. Mr. Farran, instructed by Messrs. Hearn, Cleveland and Peile, on behalf of the plaintiffs, consented. His Lordship granted the application.

RICHARD LATHAM AND OTHERS V. JAITHA VULLUBJEE.

Mr. Inverarity, instructed by Messrs. Craigie, Lynch, and Owen, appeared for the plaintiffs, who claimed Rs. 5,000 on a promissory note dated 18th January 1871, payable two years after date. The Court gave a decree for plaintiffs for Rs. 5,000, interest and costs.

ANNE PENNELL AND PESTONJEE DINSHAW V. GEORGE FRANCIS PHILLIPS.

There was no appearance for any of the parties; and the case was struck out.

BHUGWANDAS THAKOREDAS V. COMMEDMULL RUTTONCHUND.

The Hon. Mr. Scoble, instructed by Messrs. Dallas and Lynch, appeared for the plaintiff. The action was brought on a promissory note for Rs. 2,000 payable in three instalments. The first instalment and a sum of Rs. 200 had been received by the plaintiff on account of the note. The Court gave a decree for the plaintiff for the balance now due, Rs. 1,000, with interest and costs.

RUNGILDAS MOTEERAM V. MUNJEE KHEMJEE.

The plaintiff appeared in person; there was no appearance for the defendant. On the 15th January 1872 defendant executed at Hongkong a promissory note for dlrs. 200 in favour of Mr. Ahmedbhoy Hubibhoy. Plaintiff had bought the note and now sued on it. Defendant was at present in Bombay and admitted the debt, but put off payment. His Lordship gave a decree for plaintiff for Rs. 1,296, with interest and costs.

JAITHA GANGJEE V. PURSHOTUM NUTHOO.

Mr. Pherozsha M. Mehta, instructed by Messrs. Shapoorjee and Thakoredas, appeared for the plaintiff. The defendant, who resides in the Ratnagherry district, did not appear. Service upon him was proved. The Court gave a decree for plaintiff for Rs. 1,374, the balance founed due to him upon an adjusted account

AN ADDRESS TO MR. JUSTICE GIBBS.

YESTERDAY afternoon Mr. Justice Gibbs sat at the Original Side of the High Court to deliver judgments in two cases which had been heard before his Lordship some days ago. As the learned Judge was about to rise, Mr. Taylor, as the senior member of the Bar present, addressing his Lordship, said he had learned with great satisfaction that his Lordship had been called to fill the high office of Councillor in the Government of Bombay; and that on behalf of the members of the Bombay Bar he had to express their obligation to his Lordship for his uniform kindness and undeviating attentions, and to wish him a long and useful career in the Council of Government.

Mr. Justice Gibbs said he must thank the members of the Bar sincerely for this expression of their esteem and regard, and that it was to him a great pleasure at all times to have had the assistance of the able Bar practising in the High Court—free, liberal, and high-minded as it is.

His Lordship then left the Court.

OFFENCES AGAINST THE NATIVE PASSENGER SHIPS' ACT.

Two offences of this nature came before the Senior Magistrate of Police on Monday last. The offence is described in a section of the Act which is as follows:—"Every ship carrying more than thirty passengers being natives of Asia or Africa, and sailing from any port east of the Cape of Good Hope to any port in the Red Sea, or sailing from any port in the Red Sea to any port east of the Cape of Good Hope, shall touch at Aden, and shall not leave that port without having obtained from the proper authority a clean bill of health. Every master of a ship offending under this section, shall, for every such offence, be liable to a fine not exceeding two thousand rupees, or to imprisonment not exceeding six months, or to both." The captains of both ships pleaded guilty, and urged as a ground of defence that they were ignorant of the law. The magistrate said that they were bound to know the law, but as a matter of fact he believed that they did not know it. It appeared also that there was no injury to health caused in either ship. But it was obvious, the magistrate remarked, that the law attached great importance to the obligation expressed in the Act, and it would be his duty in future to enforce it with very much greater strictness than he purposed to do on this occasion. At the same time it ought to be known that the dangers incurred by the passenger ships of which the captains overlooked this portion of the Native Passengers' Act were most serious to captains and owners all; and His Worship said that he would not in future deal with such a matter so lightly as he had done on one or two previous occasions and in these cases. The masters of the ships were fined twenty rupees each, and warned that no future case of theirs or others would be dealt with in so lenient a manner.

EXECUTION OF ROOPA HYBUTTEE.

YESTERDAY morning another poor wretch was executed. Roopa Hybuttee was tried at the last Criminal Sessions, before Sir Charles Sargent, for the murder of his wife Zupee, and condemned to death. The circumstances attending the murder were these:—Zupee and he were married a few years ago, but they did not live happily together, and on one occasion he had to appear at the Police Court in connection with a charge of ill-treatment brought against him by his wife, in consequence of which they separated, she going to live with her parents in Camateepoora. On the morning of the 17th March last, Zupee, accompanied by another woman, a neighbour, went to fetch water from a Vehar pipe near her dwelling, and on her way back Roopa met her and said, "Why don't you come home?" She asked what house she was to come to. Roopa's reply was three blows at her with a knife, one of which reached her heart. Roopa threw down the knife, which broke, but was, however, recognised by his father as the one he used for cutting ropes. Roopa had evidently obstructed it from the house three or four days before the murder and had sharpened it for his purpose. The murder was committed in the light of day in a public street, and Roopa was found guilty upon very clear evidence. Roopa never denied his guilt, but he does not appear to have been altogether callous to his sentence, inasmuch as when he was taken to the jail and placed in the "condemned cell," he burst out crying and seemed to be much affected by his situation. The gentlemen connected with the prison mention this conduct of Roopa's as something extraordinary, since native criminals, when they do realise their position—which is not often, judging by the callous way they meet death—only do so after the small stone cell and the visitations of friends press the grim reality upon their minds with a force which not even their natural indifference can withstand. He was visited frequently by the Rev. Mr. Small and one or two native Christian gentlemen, with whom he talked tolerably freely, confessing that though he slew Zupee yet he did so because her conduct had filled him with uncontrollable jealousy. Probably, however, Roopa received most satisfaction from the visit which one of his own priests made to him on Sunday. The guroo and he were together for half an hour, and "Ram" may be presumed to have been the great subject of conversation, since the words "Ram, Ram" were on Roopa's lips up to his last moment of life. On the night before the execution he rested well, and when he awoke he was greeted by his father, an old Dher, and father and son had a tearful interview and a parting which was painful to see. Roopa's stolidity gave way, and he wept with the old man, saying he was sorry for the murder he had committed. He asked his father whether he had means to bury him after he received his body, and when the old man replied that, thanks to the prison authorities, he would be possessed of as much money as would pay for the expenses of the funeral, Roopa seemed to derive satisfaction from the intimation. When the father left the prison, Roopa refused to touch any food. At seven o'clock he was pinioned. He never flinched during the operation. When he was brought outside the cell door he salaamed to all who were near him. The march to the scaffold was delayed for a few seconds until the arrival of Dr. Hewlett, the Sheriff, with the death warrant, and during that brief space of time the native jailors who supported him on each side whispered "Ram, Ram" in his ears, he repeating the words mechanically. When Dr. Hewlett had finished reading the warrant, Roopa salaamed again, and the death march was resumed. He mounted the scaffold with considerable firmness, and took his position at once upon the trap door. Before the white cap was drawn over his face he cried out "Ram, Ram," several times, and bade everybody farewell; and while Roopa was yet muttering the name of his deity, the signal was given, there was a sharp jingle as the bolt was drawn, and he fell heavily amid the loud cries of the multitude of natives who were crowded in front of the jail. Roopa was a slim man, and it appeared to us that the drop was insufficient, since he struggled longer than malefactors usually do. After nine minutes of waiting, the grim-looking old executioner touched the toes of the hanging man (by which means he seemed to be able to tell whether life was extinct) and then declared that Roopa was quite dead. The Sheriff, Dr. Partridge, Mr. Lake (the Marshal), and the jail officials then dispersed, an example that was not followed by the crowd until the body was cut down and there was not even the top of Roopa's ghastly white cap to stare at.

SPORTING.

NOTICE.

THE GREAT NORTHERN INDIA DERBY SWEEP,—1873.

COMMITTEE OF MANAGEMENT.
LIEUT.-COLONEL G. DALRYMPLE HAY, B.S.C.
C. E. HERBERT, Esq.
B. E. DONVILE, Esq., R. H. A.

Tickets Rs. 10 (ten) each, cash.

Five per cent. will be deducted (for the benefit of the Murree Racket Court Building Fund, and the "Peshawur Vale" Hunt and Race Funds).

Rs. 500 (five hundred) will be divided amongst those who draw "starters."

After deducting all expenses the residue will be divided:—

The winner to take two-thirds.
The second horse to take one-quarter.
The third horse to take one-twelfth.

To close on Wednesday, the 21st May, and drawing to take place the same day at the Murree Club.

Applications and remittances to be made to
THE SECRETARY,
Murree Club, Murree.

THE GREAT REMEDIES for Consumption, Wasting, and Indigestion, are Savory & Moore's Pancreatic Emulsion and Pancreatine. Medical men who have made it a special study testify that life is prolonged in a remarkable manner, appetite, strength, and weight increased, digestion greatly promoted, nourishment imparted, and the general condition of the body improved by their use. Price from 2s. to 21s. Savory & Moore (Chemists to the Queen, H.R.H. the Prince of Wales, His Highness the Khedive of Egypt, &c.), 143, New Bond Street, London, and all Chemists. Notice—Name and trade mark on each bottle.

INAUGURATION OF THE NEW ORGAN AT THE TOWN HALL.

LAST evening the inauguration ceremony of the new organ took place at the Town Hall. It was originally intended to hail the event with a grand concert, but owing to the lateness of the season, and the absence from Bombay of the principal leading vocalists, the programme was necessarily limited; but if those who kindly undertook to arrange a monster concert were compelled to curtail their intentions, what they did present to the public last night was, we may fairly and truly say, "little and good." The performance commenced with a charming organ solo by Mr. Bishop which not only showed the full beauty of the instrument but entranced every listener. Mr. Frye then followed with an "Andante" movement by "Batiste," which for delicacy of touch and execution was a perfect gem in harmony, and drew forth loud and deserved applause. Mr. Cope played a selection by Schubert, which, although admirably rendered, did not do his powers as an organist full justice. His second piece, "Marche aux flambeaux," was most brilliantly played, and the audience thoroughly enjoyed it. Mr. Frye played also "If with all your hearts" and "The Wedding March," and performed them with such exquisite taste that everyone envied Calcutta in possessing such an organist. Mr. Frye was most warmly received, and we only hope that this his first visit will not be his last. Mr. Bishop played one of "Mendelssohn's" "Andante" movements, which showed the different combinations of the stops and pedals, in a manner of which he is a perfect master. This piece showed forth the full beauty and scope of the organ, and was most thoroughly enjoyed and appreciated by the audience. Mr. Punnett sang "Pro peccatis," and Mr. Constable "Comfort ye" and "Every Valley," and Mr. Sevastopulo "Stradella." All these solos were splendidly rendered, and we hope to hear these gentlemen again, when regular concerts are organised. Our present remarks are confined to the organ itself, and we are glad to say that probably owing to the number of people being present in the hall, the sound was vastly improved compared with what we heard at the private performance a fortnight ago. The soft notes of the instrument are beautifully clear, and under the judicious manipulation of the talented gentlemen who played it, every note was distinctly heard. The instrument is a magnificent one, and Bombay ought to be proud of it, and grateful to its generous donor.

The Town Hall was prettily decorated with flags, and about three hundred Europeans were present. Native gentlemen were conspicuous by their absence. Two Parsee gentlemen, and four puttawallas belonging to the Town Hall, represented the native community of Bombay. That such a magnificent gift by a leading citizen should fail to evoke a spirit of gratitude and emulation amongst the leading members of the Parsee, Hindoo, and Mussulman community, that they failed to be present at the inauguration ceremony, affords but the unpleasant reflection, that all the Universities, Colleges, sciences, civilization and reform, have failed to raise them above the level of the *tom-tom*.

The following is the programme which was performed:—

Organ Solo	"Offertoire" in G	Wely (Mr. Bishop).
Do.	"Andante"	Batiste (Mr. Frye).
Bass Solo	"Pro peccatis"	Rossini (Mr. Punnett).
Organ Solo	"Kats' arte "Rosamunde"	Schubert (Mr. Cope).
Do.	"If with all your hearts"	Mendelssohn (Mr. Frye).
Tenor Solo	"Comfort ye" and "Every Valley."	Handel (Mr. Constable).
Organ Solo	"Andante" from the Violin C sacrto.	Mendelssohn (Mr. Bishop).
Do.	"Marche aux flambeaux"	Scotson Clark (Mr. Cope).
Bass Solo	"Stradella"	(MrSevastopulo)
Organ Solo	"Wedding Mar"	Mendelssohn (Mr. Frye).

INDIAN ITEMS.

THE annual meeting of the Southern India Rifle Association at Bangalore is advertised for September next. The prizes are numerous and valuable.

AN INDIAN STATION BALL.—A Dhurmsala correspondent of a contemporary says—"There is a talk of a réunion in the Assembly Rooms next week. They don't call balls balls here, but réunions, but I believe they are exactly one and the same thing. I am credibly informed that there are at least three ladies who have expressed their firm and unchangeable intention of dancing every other dance. One other lady has also promised to dance one square dance, so really, with four ladies among say five and twenty men, I cannot see why the ball—I beg pardon, the réunion—should not be a real success."

THE BAR OF THE N. W. P.—The following notice has been issued under the authority of the High Court. It is dated April 25th:—"Whereas certain advocates and vakeels, practising at the bar of this High Court, signed and executed an undertaking engaging that they would not make any payments and allowances to dullals, or to any agents or persons whomsoever, and whereas it has come to the knowledge of the Court that some of the less scrupulous members of the profession have nevertheless resorted to the practice from which they had undertaken to abstain, and whereas it has been found that such practice conduces to fraud, and that suitors are deprived of the services of the most competent advocates and vakeels; now it is hereby publicly notified that, in view of the obvious evils resulting from the said practice, the Court declares—that it will regard any such payment, made by an advocate or vakeel of the Court, in any shape, direct or indirect, open or disguised, which may be proved to the satisfaction of the Court, as grave professional misconduct, and will deal with it accordingly. By order, &c., W. Tyrrell, Registrar."

AN ELOPEMENT.—The case I am going to mention is one of running away, but relates to love, and not to money. I can't, however, call it a case of true love, unless perhaps on one side—the other being a cruel instance of desertion and deceit. But to cut the story short—for after all there is more rascality than romance in it—it will be remembered that some short time ago a sprig of the soi-disant nobility made a lively figure in the annals of the Insolvent Court. It is not necessary to recapitulate the details, amusing as they undoubtedly were. Suffice it to say that the eager candidate for a white-wash got instead shamefully polished off with Justice Macpherson's tar-brush. Of course he now became an object of great interest, the intensity of which made Calcutta too hot for him, and drove him to seek the cooler and quieter retreat of Chandernagore. It was here that on the strength of his lordly pretensions he worked his way into local "society," such as as it is there, and into the affections of a certain soft and silly maiden, with whom he incontinently eloped to a distant station in the far North-West, leaving behind, his wife and new-born baby.—*The Englishman's "Week."*

A SCENE IN AN INDIAN TOWN.—A correspondent writes:—"Driving down Bungla Bazaar Street at about half-past two on Wednesday afternoon, I noticed the corpse of a native lying by the side of the road. The poor wretch had in very truth died in a ditch, for his body was half in and half out of the drain. Of course, the usual gaping curious crowd of passers-by was not wanting. Four hours after, I again passed the place and the body was still there, but this time a huge dead pariah kept it company, lying by its side, the animal's legs resting on the man's body, in a sort of embrace. Whether the animal had laid down and died of grief by the corpse of its former master, to which extreme naturalists affirm that dogs have been known to carry their affection or attachment, I don't know; certainly, the general appearance of the brute was against its having died a voluntary death. I am not prepared to say how long the bodies lay there, but, that the body of a human being at least should be allowed to lie putrefying by the side of so frequented a thoroughfare throughout the hottest part of the day, and particularly in weather like the present, is surely objectionable. Some of the police constabulary must have seen it, and ought to have sent for the 'Domes,' and had it received at once."—*Bengal Times.*

TRIALS are for the most part very dull affairs, except to the parties immediately interested in the result, but those in the Emerald Isle form an exception, where they are so conducted as to be "as good as a play," the prisoner himself kindly contributing to dispel the monotony of the proceedings. At the last March assizes for Antrim, we read that—

George Henry Thomson, a man of colour, was indicted for having formed one of a riotous mob in Belfast on the 15th of August last.

The Clerk of the Crown—How do you plead?
Prisoner—I don't mind it at all. (Laughter).
Clerk of the Crown—Are you ready for your trial?
Prisoner—Is my trial ready for me? (Laughter).
His Lordship—Silence in Court.

Our Irish friends appear occasionally to have some difficulty in distinguishing between the culprit and those who have to try him. "Which is the justice and which is the thief?" *e.g.*:—

Samuel Beattie, Edward Kelly, John Rea, and ten others were indicted for being engaged in a riotous assembly on the 16th of August last in Belfast.

Mr M'Mechan conducted the defence. When the Clerk of the Crown called over the names of the prisoners, one of them, Edward Kelly, did not answer.

His Lordship—Where is the prisoner?

One of the prisoners in the dock said, "My lord, he is on the jury in the Record Court, before Judge Keogh. (Great laughter).

His Lordship—This is a very satisfactory state of things. [To the Sheriff]—Go into the Record Court, and see if Judge Keogh will permit him to come in here for a short time. (Laughter).

Sir Barnes Peacock defined this position most clearly in his judgment on a similar case, some time ago; and the tendency of legislation during the last twenty years and more and of judicial rulings has been to improve the Hindu law where it was deficient; supplement it where it was incomplete, and refine it where it was barbarous. We do not see any objection to this mode of dealing with the law; and so far as we have been able to examine the bearings of the case, we do not think any evil consequences can arise to Hindu society from the late ruling of the majority of the High Court. But we shall examine the question a little further in a future issue.

Apart from the abstract justice involved in the question of inheritance of property by unchaste widows, we think there is one great practical argument for the decision arrived at by the majority of the High Court Judges. Any one who has seen the working of the joint family system, will not have failed to remark the painfully wretched position occupied by that singular unit in the Hindu family—the widow. Miserable and forlorn, inwardly cursing the dispensation which dooms her to perpetual tears, she is not only uncared for and disgraced, but, if she be vested with property, has around her hungry vultures in the persons of her relatives ever ready to bite to pieces her carcass and substance. Many and various are the ways in which her relatives are inclined to torment her. Suits in courts of law constitute not unfrequently a large portion of the economy of a Hindu household. What if the decision of the High Court had been otherwise! We would surely have seen ingenious frauds well contrived to deprive the widow of her just share in the property. Unchastity cases would have crowded the High Court board, in most of which the poor widows would have been causelessly dragged in to defend their chastity and stand the concentrated roguery and dishonesty of false witnesses and hostile relatives. We have been spared all this exhibition, and we hope our community will have the good sense to welcome the decision for reasons so obvious.

But another objection to the ruling may be brought forward. It will be said that the decision will have the tendency to unsettle Hindu society, and that it will cause those women who clandestinely lead an unchaste life to stand forward boldly and unblushingly proclaim their crimes. Women of ill-fame will ask to be re-instated in the property which they have already lost, and thus there will be no end to litigation. We confess we cannot understand the logic of the outcry. To say that society will be unsettled thereby will be to admit that Hindu society is so rotten that the least breath of wind will shatter it to pieces and make it an airy nothing. Similar cries were raised when the *Lex Loci* was passed, when the Widow Remarriage Act was passed, and when the Native Marriage Act was passed. On all these occasions it was confidently predicted, with regard to the first, that natives would now turn Christians in larger numbers; with regard to the second, that all widows would now re-marry and that chastity would be destroyed; and, with regard to the third, that marriages with women of ill-fame would be the order of the day. Now experience has shown how ill-grounded these apprehensions were. Society has survived these prophets; the same sun dispenses light to the present world, the same moon is revolving round our planet: the same, and not worse, laws preserve society from ruin and moral degradation, and better morality characterises the thoughts and motives of the present generation of men. Where is the secret fear of a general disintegration of the community—where is the mischievous declamation on the impiety of our legislators? The veritable *Kali* has appeared, but the end of the world is yet as far off as ever. It is idle to suppose that these prophets can have any near prospect of seeing their forebodings verified. Evils there are which will certainly flow from the decision; but what mundane affair, we beg to ask, is wholly unmixed with evil? The decision on the unchastity case implies merely a principle of justice; and if that is true, no amount of evil consequences, which they say will follow but which we deny, ought to allow the perpetration of one act of injustice. The rule is and shall be for ever—*Fiat justitia ruat coelum.*—*Indian Mirror.*

BEHRAM KHAN'S REFUGE.

BEHRAM KHAN has returned from the vicinity of Teerah. We understand he passed through Lalpura on the 15th. Such is the report from the Momund capital, under date 16th, where it was whispered that Nauroz Khan had accorded shelter to the assassin on the night of Wednesday week. Before dawn, Behram Khan was en route to Saidugan, the residence of the saintly King Abdool Ghafour, Akun of Swat and his murida. Should this report be correct, the Ameer might be able to repeat the policy Dost Mahomed Khan exercised towards Saadat Khan, viz., to depose Nauroz Khan from the khanee, and imprison him in Cabul. If Behram Khan is now in Swat, which we have every reason to believe, under the sheltering wing of the Akun Sahib, as he is popularly called, he has acted very judiciously. The Shinwaris, Takkakheyls or Orakzais might have afforded him a temporary shelter; but now he is in a city of refuge, under the protection of the Sardagun Musjeed, a privileged murid,—for has he not slain an infidel? The Akun Sahib exercises an exceedingly powerful influence, as we knew to our cost, at Umbeyla. He is intolerant to all unbelievers, but openly hostile to Europeans. "He entirely controls the action of all the tribes between the Indus and Cabul, from the confines of Cashmere to those of Sind." On more than one occasion he has treated our communications with studiously silent contempt. In April 1860, when the Salarzais were blockaded for destroying the Sadum village, they refused to pay indemnity by the advice of the Akun. Mahomed Azim Khan, when struggling for the throne of Cabul, passed through Swat and received his blessing. So did the instigator of the assassination of poor Hayward. The nearest road to Badakshan runs via Bogun and Swat, so that even were pressure to be brought upon the holy man, Behram Khan has a safe and secure retreat northwards. The Swati population may be estimated at 100,000, of which 20,000 at least wield arms.—*Pioneer.*

POST OFFICE MEANNESS.

A HIGHER authority than the Director-General of Post Offices in India, or even than the Governor-General himself, says that "the liberal soul deviseth liberal things," and there is a further inducement to liberality in a declaration that the liberal soul shall wax fat. One might reasonably be concerned for the souls of some of the departments. Though happily or unhappily bodies collective are said to have no souls either to wax fat or to fall into condemnation, yet we almost tremble for the soul that inspired the following, which came to hand a few days ago:—

Heading, G. O.
Number, 26.

It is requested that the classifying word No., with denominating letter and date of this communication, may be quoted in any subsequent correspondence on this subject.

Adjutant-General's Office,
Head-Quarters,
Simla, 16th April 1873.

TO THE EDITOR OF THE INDIAN DAILY NEWS,
Calcutta.

Memorandum.

In consequence of the late alteration in the Post Office Rules, whereby prepayment for all official covers has been made compulsory, the undersigned is instructed to say that the G. O. can no longer be supplied under official covers as hitherto; and to request therefore that the Editor *Indian Daily News* will be good enough to keep the Adjutant General's Office regularly supplied with one-anna postage stamps for the purpose of prepaying the postage.

By order,
H. THOMPSON, Major,
Deputy Adjutant-General.

It is not to be supposed that the Adjut

THE DUTCH DEFEAT BEFORE ACHEEN.

The special correspondent of the *Penang Gazette* gives the following interesting particulars of the defeat of the Dutch before the fort of Acheen :—

ACHEEN, 5th April 1873.

In compliance with your request that you might be furnished from time to time with such information as could be authentically obtained respecting the bombardment of Acheen I have noted and forwarded to you the several positions the Dutch men-of-war have taken up, as that is just all that can be said at present, there having been no active operations commenced on either side, with the exception of a few shells thrown into the jungle, apparently with the intention of intimidating the inhabitants.

H. M. S. Hornet arrived here on the evening of the 3rd instant, and we found five Dutch ships of war, Djambi, Marnix, Citadel van Antwerpe, Siak and Cochroon. The Djambi was anchored off the river Holah Baru, and the Marnix, off the Acheen river; the Citadel van Antwerpe has taken up a position opposite a small fort or earthwork which has been thrown up near the mouth of the river Kolah Lingang by the Achinese; the Cochroon, gunboat, drawing but little water, is able to get much nearer the shore, and is anchored close to the mouth of the river Kolah Chankoe; and the Siak, seems to have no particular position, being anchored a good distance from the shore near the Fair Penang, perhaps protecting the live-stock (the bullocks on board). A little activity has been added to the scene to-day by the arrival of the transports from Penang with the troops on board and also another man-of-war, having in tow four small sailing gunboats which no doubt are intended for service in the rivers. This has caused a stir amongst the Dutchmen, for they appear much more active. The Marnix has opened and continued a steady fire for nearly an hour on what appears to be a small earthwork on the banks of the river which she is blockading, and the Djambi has removed from her position off the Kolah Baru river and anchored near the Citadel van Antwerpe, probably to assist in covering the landing of the troops. I hope to be able to give you some news of a more interesting character soon, as more active operations are expected shortly.

The Dutch, I believe, have notified that they have not established any blockade except so far as concerns vessels carrying arms, ammunitions, or any contraband of war. No stop will be put to any crafts carrying on a legitimate trade.

ACHEEN, 7TH APRIL 1873.

Operations of a more important character commenced yesterday morning. At 8 a.m. a body of men (about 200) landed in boats under cover of a heavy fire from the Citadel van Antwerpe and Djambi, and also the two steam gunboats Cochroon and Siak which had in tow the four sailing gunboats. They landed without opposition from the natives, and were soon lost to our sight in the jungle. About 9 a.m, a fort of mud, which has been apparently without life hitherto, opened a brisk fire of musketry, which they kept up most pluckily, the ships and gunboats dropping shell after shell right into them without any apparent effect, except knocking the mud walls about. But they must be enormously thick to stand all the cannonading they are subjected to. Another force of troops, about 200 more, were landed at 10 a.m., and marched off. We could see great numbers of natives some distance from the scene of operation, apparently up to something, as they were behind a long palisade. Two boats with guns in their bows went boldly up to the front of the fort—I suppose with the intention of capturing it—and opened a fire of shell and musketry, but the fire from the fort was too strong for them, and they had to beat a retreat. At 1 p.m. we saw all the troops and blue-jackets, who had been landed on the morning, returning, evidently not having been able to do much: just then the mud fort referred to commenced a very brisk fire of musketry, and now and again a big gun was fired at the nearest ships, doing no harm to them as far as we could see. They also planted two flags on the parapet of the mud fort, and at another staff they hoisted their national flag, with the Dutch ensign underneath. This seemed to have made the Dutch very savage, for the senior officer's ship (Citadel van Antwerpe) at once opened fire, and shortly afterwards the two small steam ships moved up, and commenced a very heavy fire, the shells dropping into and around the fort very beautifully, but the Achinese did not seem to care a fig. One of the flags was shot away, and immediately a man appeared on the ramparts and hoisted the flag to the broken stump. They must have lost a great number of men, for the shells did good execution. At 2 p.m. a Dutch boat going to the Marnix passed close to the Hornet, and was hailed by the officers. Two Dutch officers came on board, (they had both been in the landing party); they said they had lost no men, but had about 10 wounded, 4 of them very severely, and estimated the loss of the Achinese to be about 100. This we can easily understand when they tell us that a number of them were not armed with rifles, merely swords, so that they stood a poor chance when at close quarters. It appears that they actually got possession of this fort, which has been engaging so much of their attention, and that they left it on account of its being no use to them, but they all agreed in saying that their enemies were very plucky. One of their officers said, "Ah! they are brave boys, they know not fear." Shortly after 2 p.m. the firing ceased, but the fort was not entirely reduced, for they still showed signs of fighting to the death. An occasional shot was fired into the jungle during the latter part of the afternoon, but nothing more of importance occurred during the best of the day. This morning a great number of natives could be seen employed very busily erecting mud forts along the beach, and they must have been at work nearly the whole of the night, for long palisades of sand and mud were visible directly opposite the Dutch ships, and about 8 a.m. a fire was opened on the Marnix from one of the newly built forts, which seemed to have no other effect than a slight annoyance, for she then got up anchor and went out apparently to a more suitable range for guns and planted a few shells very nicely into their newly-erected defence, but the natives are not in any way intimidated. If a shell is thrown into their fort they get on the ramparts to see if another is coming, and when the walls are beaten down they commence to build again, so the Dutch may expect (as we think they do) rather hard fighting, when they come at close quarters. The whole force is expected to-day and to-morrow.

ACHEEN, 8TH APRIL, 1873.

Our anticipations of yesterday, that a grand attack would be made by the troops to-day, were somewhat confirmed by the active appearance the Dutch squadron presented this morning. At daybreak could be seen dozens of boats taking in men and stores, and large rafts, which were constructed yesterday, were soon filled with troops, and while this was being done the Marnix, Citadel van Antwerpe and Djambi with two other ships of war (one of which came in on the 5th and the other yesterday) and Cochroon, gunboat, took up their position directly opposite the portion of the beach allotted for the landing. At 6 a.m. the six ships opened a very heavy fire into the jungle, evidently aiming at no particular object, but for the purpose of scouring and clearing it, incessant cannonading was kept up for nearly an hour, when the boats were brought near the shore.

It would appear then that from the ships and boats could be seen a great number of natives in the jungles near the beach, as the men did not immediately land, but remained under cover of the ships, which poured in a galling fire of grape. This appeared to have the desired effect, for the troops (about 1,000 or more) landed immediately, and formed and advanced towards the jungle, where they were again opposed by the natives; the troops then opened a fire of musketry, which they kept up for about 20 minutes. After that they advanced and were lost to our view. At 9 a.m, about 300 more troops, together with 300 blue-jackets, were landed and marched into the jungle unopposed. During the forenoon several fieldpieces were landed with other companies of troops and blue-jackets, together with horses and stores. At 12 o'clock the whole force which entered the jungle in the morning returned to the beach, where they were joined by the forces which were landed subsequently. At 1 p.m. an attack was made on the mud fort by about 1,000 men, and after half an hour's sharp firing on both sides, during which many of the Dutchmen were killed and wounded, the natives, owing to superiority of numbers, and a constant supply of fresh men to take the places of the killed and wounded inside the fort, succeeded in compelling the Dutch to retreat.

The Fair Penang has made several attempts at starting, which has made it very difficult to continue a letter.

It appears that at the time the attack was made from the beach, a great number of troops, including artillery, had entered the jungle for the purpose of getting round and attacking the fort from behind. By these means the ships were unable to assist the attacking party for fear of killing their own men in the jungle. During the time the attack was being made two remarkable feats of (if they may be termed) reckless daring on the part of the natives were witnessed by us. One man we saw leave the cover of the mud fort and, right in face of the force in an open plain, ran boldly towards the enemy apparently with a view of selling his life as dear as possible, under the passion of revenge for some loss he may have sustained, for it was sheer madness and sudden death to him; he had perhaps got 30 yards when a Dutch bullet laid him low; he kept perfectly still for a few minutes and got up and ran a few yards further, when he fell on the sand. This was soon followed by another native, who with up-lifted sword rushed blindly at the wall of rifles, apparently wounded and mad with rage. He, it may be imagined, did not travel very far, the sand was knocked up around him with bullets, and he dropped, never to rise again. The Dutch fought through the whole very bravely.

At the time of closing this, they are endeavouring to take the fort mentioned, which has been a thorn in their side since they first landed.

NARROW GUAGE RAILROADS.

(*New York Commercial and Financial Chronicle.*)

THE subject of narrow guage railroads is one that has been so largely discussed and written upon during the past few years that to the average reader about railroads it has become entirely obscured by voluminous and contradictory statements. We are glad to find in the *R. R. Gazette* a review of some length on the subject, in which the leading arguments in favour of narrow guage are given seriatim, together with the answers usually made thereto by its opponents. Prefacing that the *Gazette* is one of the opposition we quote its remarks as foltows:

"We have before us an accumulation of literature relating to this subject, which has been steadily growing for some months past, and which indicates that considerable attention is still given to it, and that much difference of opinion exists in relation to the merits of this system. What we purpose to deal with now is the apparently honest opinions and arguments of those who advocate and those who oppose the narrow-guage system for building railroads and to review the discussion which has now been carried on so long, and whose literature has become so formidable, and much of it also exceedingly tedious.

Any one who will read these discussions, and who studies the question in other directions, will find, we think, that as the question now stands the advantages which are claimed for the narrow-guage system are as follows:—

1. A reduction in cost, owing to the narrower guage requiring less width of roadway in embankments and cuts.

To this the answer is, that (*a*) the saving in cost *which is due to the distance between the rails* will amount to a very small percentage of the cost of graduation; (*b*) that there will be no saving at all in cuttings or tunnels, if cars of the same width are used on both guages, as is quite practicable; (*c*) and that the bearing surface, and consequently the length of the cross-ties, is governed by the weight and not the guage of the care, and, therefore, if the latter are made as light for the one guage as for the other the ties may be of the same length, and the embankments of the same width in both cases; (*d*) Mr. Fairlie says in his book that "*An average mile of properly designed narrow guage road, ready for grading, is not an average mile of standard road with a piece cut out of the centre*" Now if a standard-guage road, "with a piece cut out of the centre" is not a narrow-guage road, what is it? Whether it is "properly designed" is quite another question; nor does it appear why it is impossible to "properly design" a wide-guage road as well as one which is narrow.

2. It is said that the difference in the length of the inside and the outside rails is greater on wide than on narrow-gauge roads, and that therefore the slipping of the wheels in passing around curves is less on the one than on the other, and that therefore the resistance of cars is less, and consequently that shorter curves are practicable. From this follows the inference, that as shorter curves can be used, therefore the road can conform more to the inequalities of the country in which it is built, and the cost of graduation thus be diminished.

These premises and conclusions are denied, for the following reasons: (*a*) The degree of curvature is not determined by the resistance of cars, but by their stability, and abillity, to remain on the rails. (*b*) Wide-guage cars having more stability, other things being equal, than those for a narrow guage, can run around curves of as short a radii as the latter. (*c*) The amount of the difference in resistance is purely surmise, as none of the statements which have been published are based upon actual experiments. (*d*) Calculating from purely theoretical data, it is evident that the resistance on curves is influenced only to a very slight extent by the guage. (*e*) With a single exception, shorter curves are now operated on lines of the standard guage in this country than on the new narrow-guage roads.

3. It is asserted that cars of a given capacity for narow guage roads are lighter than those for the standard guage, and that their gross weight being less, lighter engines are needed to draw the trains and lighter rails to carry them and less bearing surface for the cross ties on the road bed, and that consequently shorter lies can be used, and narrower embankments will be required.

The reply made to this is, (*a*) that the weight of the car body, wheels, axle boxes, jaws, and longitudinal framing of the trucks and brake attachments, excepting the brake beams, are not affected by the guage, and that the difference in the weight of the axles, traverse framings of the trucks and brake beams for a 4ft. 8½in. and a 3 feet guage in only about 4½ per cent of the weight of an eight-wheeled box car empty, and a little more than 2 per cent. of it loaded. The weight of empty four-wheeled cars for the standard guage will be only about 2 per cent. more than for a 3-foot road, and about 4 per cent. when loaded. (*b*) Some of the cars in this country on standard guage roads weigh very little, if any, more in proportion to their capacity (estimating the latter by the cubical contents for freight and seating capacity for passengers) than the cars for similar traffic on narrow-guage roads. Thus, eight-wheeled freight box cars for the Denver and Rio Grande 3 feet guage railway, with 680 cubic feet of capacity, which, if raised at 15lbs. per foot would give a load of 10,200lbs., weigh 8,800lbs., or a proportion of 1 to 1·16. The cars for the Cairo and St. Louis road weigh 10,000lbs., and have a capacity of about 800 cubic feet, or 12,000lbs., or a proportion of 1 to 1·2. Mr. Smith's new box cars of the Erie 6-foot guage have a proportion of 1 to 1·17. The passenger cars on the Denver and Rio Grande road weigh 416lbs. per passenger, and those for the Cairo and St. Louis 469lbs per passenger. On the New Jersey (4ft.10in. guage) road are cars which, with the same seating room as that given in the narrow-guage cars, would weigh 435lbs. per passenger; on the Erie (6 feet guage) only 385; on the New York elevated road (4ft. 10in. guage) 259lbs. per passenger; and four-wheeled horse cars which weigh 4,400lbs. have 22 seats, and therefore weigh just 200lbs. per passenger. The same cars, as we know to our sorrow, in New York very often carry 50 or more passengers. (*c*) "The capacity of cars for either passengers or freight depends upon the area of their floor, and the same is nearly a parallelogram approaches to the square in the length of its sides, the more space will it inclose with a given outline." Therefore the proportion of the weight of the sides of a car to the area inclosed is reduced if the width is increased—an advantage which a wide guage has over a narrow.

4. It is claimed that for a light traffic, small cars are much more economical than large ones, and that while it is possible to make the latter for a wide guage with as small a proportion of dead weight to carrying capacity as for a narrow guage, *small* cars for the latter will weigh materially less than they will for the standard guage.

This argument has been answered (*a*) by the fact, that the size of cars, and consequently the guage, has been determined by the stature of ordinary men and women and the requirements of their industry, and that the weight of cars to fulfil these requirements is not materially affected by the difference in distance between the rails of the proposed narrow guages and the present standard width of 4ft. 8½in. as has been shown. (*b*) That the economy imputed to the use of *small cars* is dependent more upon the traffic management and the skill with which freight and passengers are received on the cars, and the latter distributed to meet the wants of the business of the line.

Many arguments besides those which we have presented in favour of narrow-guage roads are current in the newspapers, and among those who advocate or are interested in the construction of such roads. Many of these are too absurd to need refutation. As we have frequently taken occasion to point out, nearly all the narrow-guage reasoning rests on the assumption that the cars weigh less *because* the rails are near together. To inexperienced people this looks so plausible that they accept it at once, and then build their elaborate structure, which is always surmounted with a gilded sum total of dividends and profits. What is quite curious, however, is that in nearly all the dissertations before us, the authors renounce the idea that the economy of the narrow-guage "system" is due to the guage.

So much has been said and written about the Festiniog Railway that we refer to it with reluctance; but so many arguments have been based on it as a text, that the opinion of a skilful engineer who carefully examined its operation and construction may, perhaps, at least modify the effect of some of the rose-coloured accounts of it which have been disseminated so widely. With the letter of Mr. Latrobe, Mr. Evans has printed one from Mr. Guilford L. Molesworth, Director of Public Works, Ceylon, who visited this now celebrated road. We regret that we have not space to print it entire. After stating that "the charge on this road for carrying slate is 2½d. per ton per mile, and 2½d. for other traffic, which may be said to be almost entirely mineral, being of coal and lime," he says. "Now the mineral rates charged on ordinary English lines vary from ¾d. to 1d. per ton per mile, *or less than half the rates charged* on the Festiniog Railway. * * * Suppose that the Festiniog Cowpany were forced by competition or otherwise to carry their traffic at the same rates as those adopted on other lines, the receipts would at once be reduced to one-half or, instead of £23,676, they would only amount to £11,838, while the working expenses, still remaining unaltered, would be £13,050, or a deficit of 12½ per cent."

That the enthusiasm for narrow-guage railroads is diminishing in this country, there can be no doubt; and we can confirm what Mr. Evans reports in his pamphlet—that there is now but little inquiry and fewer orders for narrow-guage engines.

Thus far the narrow-guage roads which have been actually built in this country are as follows:

Name.	Guage, feet.	Miles.
Denver and Rio Grande...	3	156
Arkansas Central...	3	48
Iowa Eastern	3	20
Utah Northern	3	33
Cairo and St. Louis...	3	27
Central Valley	3	12
American Fork (Utah)...	3	18
Painsville and Youngstown	3	12
North and South of Georgia... ...	3	20
Kansas Central	3	56
Colorado Central	3	24
Tuskegee...	3	5½
Louisville Harrod's Creek & Westport.	3	5
Piney	3	25½
Montrose	3	22½
Total... ...		484½

There is also a very short road of 3-feet guage at Akron, O., a city passenger road of the same guage in St. Louis, and one in Cincinnati, and some of the roads named may have been extended since our last information.

RUSSIAN MANIFESTO AGAINST KHIVA.

THE St. Petersburg *Invalide*, speaking on behalf of the Russian War Office, ushers in the Khiva campaign with the following solemn announcement:—

In obedience to the commands of Imperial necessities, Russia in the last eight years has established herself firmly in Central Asia. One portion of this region has been annexed, another acknowledges our moral and political influence. Finding itself in immediate contact with the Khanates of Khokand, Bokhara, Khiva, and Eastern Turkistan, the supreme authorities of our Central Asian possessions, in harmony with the unvarying instructions of the Government, from the very first attempted to establish sincere and amicable relations with their principal neighbours. These relations having for their object the development of commercial intercourse advantageous to both parties alike, our Central Asia authorities more than once removed the causes of possible conflicts arising against their will and without their being responsible. If, unfortunately, we were sometimes obliged to have recourse to main force, the facts prove that we never resorted to extreme measures until we had repeatedly tried to convince our adversaries that the consequences of a rupture could not but be disadvantageous to them. The principal object of our policy in Central Asia, after establishing the elementary principles of civilised life, has been to secure the widest possible field for Russian commerce by opening fresh markets and acquiring the necessary guarantees for regular and peaceful intercourse with adjacent countries. Our endeavours in this direction are not without results. Russian commerce in Central Asia has attained a very respectable figure, and there is no doubt that the neighbouring Khanates will gradually perceive that their prosperity is most surely based upon that friendly intercourse with us to bring about which we have done all in our power. It was not easy to do this. The Asiatic chieftains and populations did not at first realise the real purport of our efforts. To their limited intellect it was incomprehensible that a Power having a military force so formidable in their eyes should labour to conclude commercial treaties, when it could destroy their independent existence without any difficulty. Our first propositions, therefore, were met with suspicion and ill-will, the natives wishing not only to keep aloof from every engagement with us, but also to profit by the first opportunity for checking the invading infidels. Notwithstanding all this, thanks to the continuous efforts of the local authorities, our relations towards most of our Central Asia neighbours have gradually improved, and to-day are of an entirely satisfactory nature. The commercial treaties concluded by the Governor-General of Turkistan with the chiefs of Khokand, Bokhara, and Yarkand, which were recently made public, attest the progress of our influence, and are so many proofs that the natives begin to appreciate the advantages of a *rapprochement* towards Russia. Unfortunately, however, our wish for pacific relations with the most westerly of our neighbours, Khiva, has not been fulfilled. In this direction all our exertions were futile. No sooner had the territory occupied by us been formed into the province of Turkistan than the governor-general appointed the Khan of Khiva of his appointment to the new dignity, proposing the commercial treaty on condition that the Khan was to refrain from all interference with the affairs of our Khirgese. The Khan of Khiva thought it unnecessary to accede to the wishes expressed, or, indeed, to make any reply at all. He, on the contrary, sent gangs of robbers to the mouth of the Sir Daria and to the Orenburg Steppe, who carried away our Khirgese, levied taxes in the name of their Khan, and in case of resistance plundered and destroyed whole villages. The years 1869 and 1870 have supplied ample proofs of the Khiva Government being privy to the proceedings of these predatory bands. The numerous Khiva emissaries, who in those years made their appearance in the Orenburg Steppe, were provided with incendiary manifestoes calling our subjects to arms, and bearing the signature of the Khan and his principal counsellors; and bands which had started from Khiva menaced individual travellers and the whole caravans going from Orenburg to Tashkent, along the main road from Orek to Zazalinsk. Several merchants and others were killed, many were dragged into slavery, and commerce gradually suspended on what had formerly been its principal highway. When at last these disorders in the Steppes of Orenburg and Manguishlak were put a stop to, the chief criminals found refuge in Khiva, where they were rewarded by the Khan. So little did the Khiva Government understand its commercial interest, and so hostile was it to Russia, that in 1870 it actually forbade corn to be exported from the districts bordering upon Kazalinsk. There could then be no doubt as to the hostility of the Khivese Government. Still, the Russian Government, wishing to avoid resorting to main force, continued to make overtures intended to draw the Khanate into a more peaceful and equitable path, in the interest both of our border populations and of the Khivese themselves. With a view to this end the Governor-General of Turkistan again addressed himself to the Khan, as well as to his leading Ministers, exhorting them to put a stop to their inimical proceedings, and endeavouring to prove that whereas they could not but benefit by engaging in friendly intercourse with us, continued hostility must sooner or later end in fatal disaster. These admonitions had no effect; the answers returned by the Kush Beg and Divan Beg—the vizier and treasurer—being couched in a most arrogant tone, and prefering pretensions which could not be admitted. With the one object of pacific commercial development steadily before them, the Russian Government, looking out for the shortest road to Central Asia, determined to erect a fortified factory on the eastern shores of the Caspian. For this purpose we occupied a point on the Bay of Krasnovodsk towards the close of 1869. This measure, it is well known, was intended to attract a portion of the Central Asian caravans towards the banks of the Caspian, whence communication with the interior of Russia would have been so much more rapid and convenient than through the vast Khirgese Steppe. Another object we pursued in gaining a footing on the south-eastern shore of the Caspian was to secure the safety of our nomad subjects in the neighbourhood of the sea, and to improve our relations with Khiva. The reconnoitrements made by the detachment of Krasnovodsk with a view to explore the country and discover a good caravan road, apparently made some impression upon the Khivese. At the beginning of 1872, two embassies of the Khan arrived—the one at Fort Alexander, on the peninsula of Manguishlak, the other at Orenburg—alleging they had been sent to reopen friendly relations with Russia. The Russian Government knowing but too well what to think of friendly demonstrations made by Asiatic chiefs when they begin to apprehend danger, declined to open negotiations until after the two following conditions had been fulfilled:—Firstly, the Khan of Khiva was immediately to set at liberty all Russian prisoners kidnapped by Khivese or Khirgese parties; secondly, the Khan of Khiva was to give satisfactory explanations to the Governor-General of Turkistan on the subject of the letters addressed to him by that dignitary. Moderate as these terms were, they were declined by Khiva. Russian subjects to this day continue slaves in the possession of the Khan and his high functionaries.

The above shows what the patience and pacific disposition of Russia have been. But there are limits to everything. The dignity and interests of the Empire do not permit us to tolerate that the insignificant chief of a half-savage tribe should peril the liberty and tranquility of our subjects with impunity, and reject the friendly overtures so persistently tendered on our part. By his weakness, as well as by the obstinacy of his counsellors, Mohammed Rakhim Khan has brought upon himself the danger now threatening him and his country. The last refusal of Khiva to listen to our complaints has rendered it indispensable for us to employ other means of proving to this Khanate that the deserts which surround it will not protect it from merited chastisement. For this purpose a resolution was arrived at last December of organising an expedition against Khiva, to start from three three different points—Orenburg, the Caucasus, and Turkistan. The preparations are nearly complete. The three columns are to perform a concentric movement from the shores of the Caspian, the Emba Fort, and the mouth of the Sir Daria. After the junction of these columns, or when they shall have effected a communication with each other, the troops operating on Khivese territory will pass under the command of the Governor-General of Turkistan. From the intelligence received it appears that the Orenburg detachment is already on the march, and will arrive at the Emba Fort by the end of the present month. Towards the beginning of May the three detachments, in accordance with the orders given, will reach the Khivese borders.

BETTS'S CAPSULE PATENTS.

To prevent infringements, notice is hereby given, that Betts's Name is on every Capsule he makes for the principal Merchants in England and France,

thus enabling vendor, purchaser, and consumer not only to identify the genuineness of the capsule, but likewise the contents of the vessel to which it is applied.

The LORD CHANCELLOR, in his judgment, said that the capsules are not used merely for the purpose of ornament, but that they are serviceable in protecting the wine from injury, and insuring its genuineness.

Manufactories:—1, Wharf-road, City-road, London, and Bordeaux, France.

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THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the Public have been demonstrated in England by the extensive use which is made by Advertisers of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business on the notice of the Public, all alike value the privilege of Railway Station Advertising.

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And as nearly ALL TRAVELLERS ARRIVING IN INDIA NOW LAND AT BOMBAY, and proceed by the G. I. P. or B. B. and C. I. Railways to their destination, Placards exhibited at the different Stations on those lines are every day becoming more and more valuable as means of bringing the Advertisers' business to the notice of the Public.

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The Bank draws Bills of Exchange on their Head Office in Bremen and on their London Bankers, and purchases approved Bills on the Continent and Great Britain at the best current rates of the day.

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RESERVE FUND ..... £ 800,000

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THE UNION BANK OF LONDON.

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INTEREST is allowed at TWO PER CENT. per annum on the minimum monthly balances.

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FRED. T. ATKINS,
Bombay, 10th March 1873. Officiating Manager.

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THE
ESPLANADE HOTEL
(WATSON'S)
BOMBAY.

PATRONISED BY
SIR PHILIP WODEHOUSE, K.C.B.,
AND
HIS EXCELLENCY
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Passengers travelling by the G. I. P. Railway should book to BOREE BUNDER, and by the B. B. & C. I. to CHURCH GATE STREET STATION.

BOARD AND LODGING PER DAY, Rs. 8-12.
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The Hotel Servants and Conveyances wait the arrival of each Train.

W. MAULE, Manager.

ALEXANDRA HOTEL, MATHERAN.—MR. J. C. PINTO, the Proprietor, begs to inform the Public that the above Hotel, so well known for its excellent accommodation, is now OPEN for VISITORS. There are three separate Bungalows attached to the Hotel, well adapted for Families. Superior articles are supplied at moderate Prices, and every care is taken for the comfort of the Visitors. The Hotel is well situated, occupies a central position and nearest to the station, and is in a breezy locality, under the shade of large trees, which diminish the glare and keep the extensive compound always fresh and cool. Mr. Pinto has also some houses to Let, and undertakes to look after Bunglows on the Hill at a charge of Rs. 30 per annum.

MAHABLESHWUR HOTEL.

DORABJI SORABJI, the Proprietor of the ROYAL FAMILY HOTEL at Poona, while soliciting the patronage of the Gentry and Public of Poona, Bombay, and Outstations, begs to inform them that he will OPEN the abovenamed HOTEL at MAHABLESHWUR for the Hot Season on the 1st of MARCH next, in the very COMMODIOUS and COMFORTABLE BUNGALOWS known as the LANGHOLM LODGE and LANGHOLM HOUSE, which are situated in the central position, being within a few minutes' walk to the Church, Hospital, Telegraph and Post Offices, Bazaar, &c. The Rooms are well furnished for the comforts of the Visitors.

The Charges for Boarding and Lodging will be Rs. 6 per day. The Table will be well provided with all the best things that are procurable in the Market.

Beers and Wines of the best quality alone will be supplied at moderate rates.

Carriages with good Horses on Hire can be obtained on the Premises.

No pains will be spared to make the Visitors comfortable.

DORABJI SORABJI,
Proprietor of the Mahableshwur Hotel.

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JUNCTION OF BELLASIS AND CLARE ROADS, BYCULLA.

BYCULLA HOTEL, which is within a few minutes' walk of the Byculla and Grant-Road Railway Stations, is acknowledged to be the best in Bombay. Having been built expressly for such an Establishment, the building possesses advantages over Bungalow Hotels, special care having been taken in the arrangements of the Rooms, which are large and lofty, to secure the best ventilation, and thus to keep the whole Hotel cool. The furnishings and fittings have been selected with a special view to affording the greatest comfort to Residents and Visitors, and ample accommodation has been provided for Families. The Table is supplied in a manner unsurpassed in Bombay, and care is taken that the Wines and other Liquors are of the first quality.

Adjoining the large Dining Saloon are a Library and six fine Billiard Tables.

Hot and Cold Baths always ready.

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Sponges (large).....		3 8
Hat Brushes		1 0
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